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American Railroad Journal.

New York, Saturday, May 25, 1872.

Leather Belting.

We have the pleasure of calling the attention of our readers to the advertisement of Messrs. J. B. HOYT & Co., 28 and 30 Spruce St., N. Y., which appears on our last page. This firm is extensively engaged in tanning White Oak Leather, to which, by its durability and the handsome finish it gives unto whatever it is adapted, they are no doubt indebted for their great success. While at their office our attention was directed to a large diagram of a tanned hide which showed from what parts the short lap belting and long lap belting are made; and is an admirably clear and concise manner presents even to the comparatively ignorant observer convincing proof of the superiority of what they term their "Short Lap Belting." Curiosity prompting, we were informed that the hides are selected with much care, especially these to be used for this purpose. To those interested in good machinery and its accessories we take pleasure in referring them to the belting made by J. B. HOYT & Co.

THE

St. Joseph & Denver City

RAILROAD COMPANY'S

First Mortgage Bonds

are being absorbed by an increasing demand for them.

Secured as they are by a first mortgage on the Road, Land Grant, Franchise and Equipments, combined in one mortgage, they command at once a ready market.

A Liberal Sinking Fund provided in the Mortgage Deed must advance the price upon the closing of the loan. Principal and interest payable in *gold*. Interest at eight (8) per cent. per annum. Payable, semi-annually, free of tax. Principal in thirty years. Denominations, $1,000, $500 and $100, Coupon or Registered.

Price 97½ and accrued interest in currency, from February 15, 1872.

Maps, circulars, documents and information furnished.

Trustees, Farmers' Loan and rust Company of New York.

Can now be had through the principal Banks and Bankers throughout the country, and from the undersigned, who unhesitatingly recommend them.

TANNER & CO.,

BANKERS,

NO. 11 WALL STREET.

☞ The traffic receipts of the European and North American Railway for the month of April, 1872, were $24,259 22, against $18,575 28 in April, 1871, and $14,488 30 in April, 1870.

Meeting of Southern and Western Railway Officers.

We are in receipt of a pamphlet containing the "proceedings of the first quarterly meeting of the Western and Southern Railway Association," held at Atlanta, Georgia, April 10th last. Mr. THOMAS ALLEN, of St. Louis, presided; and Mr. O. Chanute, officiated as Secretary and Treasurer *pro tem.*, and L. J. Fleming, of Mobile, was chairman of the Executive Committees. The meeting agreed to a report in favor of "abolishing the practice of paying commissions on the sale of tickets."

A long elaborate report was submitted upon the subject of the "responsibility of railway companies for injuries to employees and others." The report contained much valuable information, but after an extended discussion, which developed some differences of opinion as to the legal questions presented, action thereon was postponed.

A committee, consisting of Messrs. Albert Fink, A. Mitchell, and J. E. Brown, was appointed to report upon the subject of sleeping cars, contracts, interchange, repairs, and compensation for them.

The report of the committee to draft rules to govern railroads in the interchange of cars, &c., was received, and after a slight amendment was adopted, as follows:

1st. Each road should keep a car inspector, at all transfer or junction stations, and reject all cars offered that are not in safe running order.

2d. If cars are out of repair, but still in safe running condition, and loaded with freight that should not be transferred, they may be received, after being marked and noted by the inspector, in such a manner that the car may be received back in the same condition, ordinary wear and tear excepted.

3d. When foreign cars are broken, they shall be made good by the road on which they are broken, except as hereinafter provided.

4th. The road breaking the car to have the option of repairing it, or allowing the road owning the car to repair the same at their expense, it being understood that they shall make the car as good as when they received it, ordinary wear and tear excepted.

5th. When a car is broken so as to require a new body, the road on which the accident occurs, will settle with the owner of the car, by paying the value of the same, at the time the accident occurred, or if requested by the owner thereof to rebuild the car, shall do so, the owner paying the

difference in value between the new and the old.

6th. In case of breakages of wheels or axles, or renewals of brasses in ordinary usage, the party owning the car will furnish the necessary wheels, axles and brasses, to replace those broken or worn out, without charge. But the road on which the damage occurs will furnish the labor, and make the other repairs incident to such breakage.

7th. In case new brasses are furnished by the company on which it becomes necessary to renew them, they shall be charged by the company putting them in at 35 cents per pound, and the old brasses shall be credited at half price.

8th. In the absence of specific agreements a charge of 1½ cents per mile each way, both loaded and empty, is recommended as the proper mileage charge for freight cars run on foreign roads.

9th. The adoption of these rules by the Association, is understood as not interfering with special contracts.

The following resolutions were also adopted:

Resolved, That the Executive Committee take steps to codify a general system of rules to govern railroads in their adoption of signals, in moving trains by telegraph, in the precedence and rights of trains, and in the government of employees.

Resolved, That the experience of the railroads in this country, justifies this Association in recommending the adoption of such brakes upon engines and cars of passenger trains, as can be operated by the Engineer of the train; and the use of platforms on passenger and baggage cars, level with the floors of these cars, to prevent telescoping in case of accidents.

Resolved, That this Association recommends to the manufacturers of automatic brakes, that they adopt such connections and interchangeable parts for their machinery, as shall permit cars variously equipped and used by different companies, to be made up and used in the same train.

It was agreed to confer with the New England Railway Association upon the subject of adopting a uniform system of National time for time tables.

The Association adjourned to meet in Cleveland on the 9th of July next, when a number of important questions will come up for discussion and action.

Pittsburg and Connellsville Railroad.

When Allegheny county subscribed $750,000 to the stock of the Pittsburg and Connellsville Railroad Company and issued her bonds for the same, the company guaranteed the payment of the interest up until the completion of the road. When judgment was had against the county on these bonds the stock was seized by process of the courts, and sold at Marshal's sale for a mere song —$7,500. Subsequently suit was entered against the company by the county authorities to compel payment of the guaranteed interest. After tedious litigation, in which the case was taken a second time before the Supreme Court, the liability of the company was finally determined, and a judgment finally entered in favor of the county for $265,000. Since then the interest and costs have increased the amount to $280,000. Various propositions for settlement have been made, but no conclusion was arrived at until within a day or two past, when the County Commissioners agreed to accept second mortgage six per cent. bonds of the city of Baltimore for the whole amount due.

In 1868 the Pittsburg and Connellsville Railroad Company was indebted to the city of Baltimore for money loaned about $2,000,000, which was secured by a first mortgage. To enable the company to complete the road the city retired her first lien and took a second, permitting a new first mortgage of $4,000,000 to precede her claim. This entitled her to a second mortgage exclusively to secure her debt; but to enable the company to raise money to pay off floating debt and equip the road, she agreed to have the second mortgage enlarged so as to raise the amount needed, and to receive of this enlarged second mortgage, bonds at par for the entire amount of her debt, funding the interest, so that the first payment will be made July 1, 1873. Allegheny county was asked to make a like settlement of her comparatively small claim, and the proposition has been accepted, under the advice of counsel. The Baltimore authorities regard the security as ample, and this being the case, Allegheny county will be fully protected. Had an execution been issued, and payment in money insisted upon, it would have seriously interfered with the business of the road. —*Pittsburg Commercial.*

Milwaukee and St. Paul Railway.

We have been favored with a copy of the report of this company for the year ending December 31, 1871, from which we learn that the number of miles of road owned and operated by the company is the same as for the year 1870, viz: 1,018 miles, exclusive of side and double tracks. The terminal points and distances are as follows:

	Miles.
Milwaukee to Prairie du Chien	193
McGregor (opp. Pr. du Chien) to St. Paul	212
Milwaukee, via Watertown, to La Crosse	196
Milwaukee, via Horicon, to Portage	95
Horicon to Berlin and Winneconne	58
Watertown to Madison	37
Milton to Monroe	42
Calmar to Algona	126
Conover to Decorah	10
Austin to Mason City	40
Mendota to Minneapolis	9
Total length of track Dec. 31, 1871	1,018

In addition to the above 1,018 miles of road, the company own $2,001,000 of the capital stock of the Western Union Railroad Company, being a majority of the capital stock of that company.

The cost of this 1,018 miles of road including its equipment and supplies, elevators and bridges, was at the close of the year 1871 as follows:

Mortgage bonds	$18,130,500
Preferred stock	10,825,000
Common stock	11,823,500
	$40,779,100
Less cost of Western Union	1,500,000
Cost of 1,018 miles ($38,580 per mile)	$39,279,000

The equipment of the road at the close of 1870 and 1871 compares as follows:

	1870.	1871.
Locomotives	155	155
Passenger cars, 1st class	77	81
" " 2d class	10	11
Sleeping cars	9	11
Baggage, mail and exp.	58	62
Box freight and caboose	2,373	2,470
Flat and stock	580	590

In the following table are shown the mileage of trains, the passenger traffic and the freight traffic on all the roads collectively for the years 1870 and 1871:

	1870.	1871.
Passenger trains	963,802	1,023,376
Freight trains	2,371,454	2,296,027
Wood and gravel trains	424,918	365,336
Total mileage	3,760,174	3,684,739
Passengers carried	810,060	849,631
Do. carried one mile	43,918,671	45,729,478
Freight (tons) carried	1,522,753	1,463,155
Do. carried one mile	181,428,573	173,676,258
Pass. revenue per mile	3.88 cents	3.65 cents.
Freight revenue per mile	2.82 cents	2.54 cents.

The following is a comparative statement of the earnings and expenses during the years ended December 31, 1870 and 1871:

Earnings from:	1870.	1871.
Freight	$5,148,355 86	$4,444,568 11
Passengers	1,735,153 91	1,698,469 28
Mail service	80,866 06	121,535 24
Express service	158,870 58	144,356 78
News services	4,950 00	5,350 09
Rents	8,067 01	7,169 40
Telegraph	6,518 15	5,691 48
Extra baggage	7,435 45	7,057 68
Sleeping cars	32,053 50	40 960 00
Elevators, "A"	97,513 57	89,841 37
Elevators, "B and C"	106,407 88	97,992 90
Elevator, "D"	23,997 97	11,259 27
Stock yards	10 871 49	16,487 96
Total	$7,421,061 43	$6,690,695 56
Expenditures (ordinary)—		
Repairs of track	$684,024 53	$640,774 29
" bridges	39,248 15	50,009 16
" fences	2,475 20	17,421 76
" buildings	91,304 79	62,368 79
" loco'tives	275,088 26	242,710 54
" cars	522,537 73	376,560 53
" tools, etc.	39,332 49	38,312 40
Management and general office	114,025 67	115,515 56
Foreign agency & advertising	24,370 11	26,217 98
Station service	506,720 44	454,281 41
Conductors, baggage and brakeman	246,521 19	233,415 59
Engineers, firemen & wipers	305,988 40	295,839 34
Train and station supplies	123,712 80	106,639 05
Fuel consumed	660,675 60	519,094 61
Oil and waste	69,599 57	52,895 53
Personal injuries	5,800 63	11,184 31
Damage to property	23,949 87	14,718 62
Loss and damage of freight & baggage	8,219 08	9,547 08
Legal expenses	20,614 02	20,140 14
New York office exp.	9,758 70	19,360 57
Taxes	200,333 67	197,414 72
Insurance	26,092 78	12,751 64
Miscellaneous	17,431 76	16,856 64
Expenses (extraordinary)—		
Renewal of track	364,541 06	220,156 67
New bridges	42,849 82	20,062 85
New buildings	32,596 08	35,237 80
New fences	80,828 56	.....
New locomotives	17,222 50	.....
New tools & mach'ry	10,554 99	1,454 01
U. S. Gov. taxes	38,651 78	810 62
Rebuilding loco'tives	5,775 36	.....
Mississippi ferry	38,444 32	41,348 81
Stock yard expenses	3,972 48	6,253 54
Total	$4,653,274 29	$3,850,354 56
Gross earnings	$7,421,061 43	$6,690,695 56
Total expenses	4,653,274 29	3,850,354 56
Net earnings	$2,767,787 14	$2,840,341 00

The gross earnings of 1871, as compared with those of the previous year, show a decrease of $730,365 87, and the expenses a decrease of $802,919 73. The net revenue shows an increase of $72,553 86. The per centage of expenses in 1870 was 63, and in 1871, 58 per cent. Expenses are divided as follows:

	Ordinary.	Extraordinary.	Total.
1870	$4,017,826 44	$635,447 85	$4,653,274 29
1871	3,525,030 26	325,324 30	3,850,354 56
Decrease	$492,796 18	$310,123 55	$802,919 73

The earnings and expenses by operating divisions for the two years were as follows:

Gross earnings—	1870.	1871.
La Crosse division	$2,188,279 99	$1,906,896 18
Northern division	793,778 76	720,586 60
Prairie du Chien div.	2,477,226 93	2,139,116 75
Iowa and Minnesota and Iowa and Dakota divisions	1,957,780 75	1,924,096 03

Expenses—		
La Crosse division...	$1,380,519 59	$1,082,274 42
Northern division...	430,843 38	441,023 63
Prairie du Chien div.	1,487,820 49	1,129,902 11
Iowa and Minnesota and Iowa and Dakota divisions.....	1,354,090 83	1,197,154 40
Net revenue—		
La Crosse division...	$807,760 40	$824,621 76
Northern division...	366,930 38	279,562 97
Prairie du Chien div.	989,406 44	1,009,214 64
Iowa and Minnesota and Iowa and Dakota divisions.....	603,689 92	726,941 63

The earnings, expenses and net revenue per mile of road in the two years compare as follows:

	1870.	1871.	Decrease.
Gross earnings....	$7,674 32	$6,571 39	$1,101 93
Operating exp....	4,812 08	3,782 27	1,029 81
Net revenues	$2,862 24	$2,790 12	$72 12

It will be observed that there is a decrease in the gross earnings of $730,365, owing to a comparatively light wheat crop and the reduced rates for the transportation of freight and passengers. There was a decrease of 81,073 tons of eastward bound freights and an increase of 21,475 tons of western bound freights.

The company earned 7 per cent. net on their preferred stock, and a fraction over 6 per cent. on their common stock. They paid the 7 per cent. in cash to the preferred stockholders, and deferred the dividend on the common stock, having used the remainder of the net earnings for improving and acquiring additional property, as below shown.

The expenditures made by the company during the year 1871, not charged to operating account, amount to $717,012 82, all of which the directors believe to be either absolutely necessary or very desirable to be made for the benefit of the company. They are are as follows, viz:

Sinking fund—second mortgage b'ds, (cancelled this year)	$53,000 00
New locomotives and cars.....	152,113 60
Boats, barges and transfer tracks, Prairie du Chien	21,820 37
Mississippi river bridge, at La Crosse.	6,626 28
New buildings, turn tables, etc., in Iowa	3,376 83
New connecting railroad at Minneapolis	6,889 93
New fences in Iowa and Minnesota...	23,530 54
Depot grounds, wharfs, etc., at Milwaukee and St. Paul.....	34,801 69
New buildings at La Crosse.....	14,256 65
New embankment at Mendota and Fort Snelling	19,716 40
Right of way.....	15,891 12
New elevator at Grand Haven.....	8,485 60
North Western telegraph company...	13 877 40
Bonds and shares in connecting roads	140,271 13
Temporary loans to connecting roads.	202,355 28
	$717,012 82

The Milwaukee and St. Paul Railway Company now operate, by lease, the following railroads:

The Oshkosh and Mississippi River Railroad (from Ripon to Oshkosh) 20 miles, commencing January 1, 1872, paying as a rental therefor 35 per cent. of the gross earnings.

The Hastings and Dakota Railroad, now in operation from Hastings to Carver, 48 miles, but under contract to be finished to Glencoe by July 1st, 1872, making 75 miles in all, paying as rent therefor $1,500 per mile per annum of finished road.

The Milwaukee and St. Paul Railway Company have since January 1st 1872, but as of that date, purchased from the Chicago and St. Paul Railroad Company, the line of road extending from St. Paul to Winona and La Crescent. It is in operation from St. Paul to Winona, 103 miles; and is to be completed from Winona to La Crescent, about 30 miles, previous to October 1st, 1872. The purchase was made by giving their bonds to the amount of £300,000, payable in London in A. D. 1902, at 7 per cent. interest.

This purchase, in connection with their former line of railroad from La Crosse to Milwaukee, and a road now being constructed by the Wisconsin Union Railroad Company from Milwaukee to Chicago, gives the Milwaukee and St. Paul Railway Company the best practical route in every respect from Chicago to St. Paul.

GENERAL ACCOUNT, December 31, 1871.

Cost of road and equipment.....	$39,700,788 97
Western Union Railroad stock....	1,500,750 00
Materials on hand.....	300,212 79
U. S. Government P. O. Departm'nt	38,389 82
Balances due from agents and other companies	252,390 21
Temporary loans to other railway companies	652,550 00
Bills receivable.....	25,815 00
Miscellaneous accounts.....	126,729 49
City of Hastings bonds	14,000 00
St. Paul, Stillwater and Taylor's Falls R.R. Co. stock subscription	10,500 00
City of St. Paul bonds.....	25,000 00
Oshkosh and Mississippi River Railway bonds.....	39,533 33
Cash on hand	495,704 25
	$43,182,363 86
Capital Stock, ($22,649,215) viz:	
Capital stock, preferred.....	$10,825,719 00
" " common.....	11,823,496 00
Funded Debt, ($18,151,339) viz:	
1st mortgage 7s	5,502,000 00
" 8s, E. Div. (Palmer)..	791,500 00
" 7s, Iowa & Minn. Div.	3,793,000 00
" 7s, Minn.Central R.R.	207,000 00
" 7s Iowa & Dak'ta Div.	1,008,000 00
" 8s, Pr. du Chien Div.	3,674,000 00
2d mortgage 7.30s.....	1,315,000 00
" 7s.....	1,191,000 00
Income 7s.....	20,000 00
Milwaukee City 7s	233,500 00
Milwaukee and Western R. R. 7s..	234,000 00
Real estate 7s.....	148,500 00
Incumbrances assumed.....	33,839 00
Accounts, ($2,381,809 86) viz:	
Unpaid pay rolls and bills.....	333,449 27
Due other roads.....	68 854 56
Miscellaneous	75,878 73
Reserved Government tax.....	11,890 59
Dividends unpaid.....	7,319 55
Coupon account.....	102,615 87
Income account.....	1,781 801 29
	$43,182,363 86

WESTERN UNION RAILROAD.

This road extends from Milwaukee and Racine, on Lake Michigan, to Savannah and Port Byron on the Mississippi River, 196½ miles; and is continued by a 10 mile branch (which is operated but not owned by the Western Union Co.,) to Rock Island and Davenport, making the total miles operated, exclusive of side tracks, 206½ miles. That part of it from Eagle to Elkhorn (15½ miles) gives it a direct Milwaukee connection. The cost of the road represented by stock and bonds (196½ miles) is as follows; mortgage bonds, $3,275,000; shares, $4,000,000—total cost, $7,275,000, or, say, $37,000 per mile. Three millions of the mortgage debt bears but 3 per cent. interest until July, 1873, after which it, like all the other bonds, bears 7 per cent interest.

The earnings and expenses of the road for the years 1870 and 1871, compare as follows:

	1870.	1871.
Gross earnings.....	$766,937 85	$842,169 22
Total expenses.....	617,982 51	638,373 20
Net earnings.....	$148,955 34	$203,796 02

This shows an increase in gross earnings of $75,231 37, with an increase in expenses of $20,390 69, making the increase in net earnings $54,840 68. The interest on the mortgage bonds is $106,697 02—an increase over the previous year of $45,202 42. Tons of freight moved, 234,867, against 203,328 in 1870—an increase of 31,539. Tons of freight carried one mile in 1871, 24,675,225. Number of passengers carried in 1871, 190,059, do., carried in 1870, 200,800—decrease, 10,741. Number of passengers carried one mile in 1871, 5,231,322.

The equipment of the road consists of 28 locomotives, 11 first-class passenger, 1 sleeping, 1 business, 4 baggage, mail and express, 8 baggage and second-class, 402 box freight and caboose, 32 stock, 35 flat and 51 coal cars. Miles run by passenger trains, 198,303; by freight trains, 323,391 by wood and gravel trains, 6,689—total, 528,383. Earnings per mile run: on freight $1.85; on passengers, $1.18. Expenses per mile run, $1.22. Per centage of expenses to earnings, 76. Receipts per ton per mile, 2.4 cents; per passenger per mile, 3.96 cents. Gross earnings per mile of road, $4,078 30; net do., $986 91.

GENERAL ACCOUNT December 31, 1871.

Cost of road	$7,000,000 00
Right of way.....	500 00
Eagle Branch	334,471 49
Right of way, Eagle Branch.....	18,143 95
Discount and commissions.....	68,850 00
Savanna Island Extension	24,233 85
Equipment.....	76,085 00
Stock of material on hand	75,342 73
Sabula and Marion R'y Const. Co..	20,301 30
Const. Sabula, Ackley, and Dakota R. R.....	94,906 01
U. S. Gov't P. O. Department.....	13,604 22
New York office	25,359 86
Balance due from station agents, and other Co.'s.....	33,416 28
	$7,785,214 34
Common stock	$4,000,000 00
First mortgage bonds	3,275,000 00
Unpaid pay rolls, and bills.....	88,960 03
Milwaukee and St. Paul R'y Co....	124,218 05
Due other railways.....	9,817 53
J. Macdonald and others.....	24,820 35
D. R. May, treasurer.....	48,204 55
Income account	214,194 13
	$7,785,214 64

President.—ALEXANDER MITCHELL, Milwaukee.

Vice President.—RUSSELL SAGE, New York.

Directors.—Alexander Mitchell, Russell Sage, Fred. P. James, N. A. Cowdrey, Walter S. Gurney, Selah Chamberlain, S. S. Merrill, Julius Wadsworth, James Buell, James G. Garner, Levi P. Morton, F. de Billier and F. A. Mueller.

General Manager.—S. S. MERRILL, Milwaukee.

Sec. and Treas.—R. D. JENNINGS, Milwaukee.

Asst. Sec. and Transfer Agent.—JAS. M. M'KINLAY, New York.

Auditor.—J. P. WHALING, Milwaukee

Purchasing Agent.—ROBERT WASON, Jr. Milwaukee.

Boston and Albany Railroad.

The Boston and Albany Railroad have made a survey of the proposed railroad route from Westfield to Lee, with reference to making a connection with the Lee and Hudson Railroad, and reducing the distance by rail between this city and Albany. The results are quite favorable to the project, the highest grade being sixty-five feet to the mile, while on the present line, in Washington, there are grades of eighty five and eighty-seven feet. The reduction of distance between Westfield and State Line is 14½ miles—a saving which the road may well think worth its while to make. It is surmised that this will eventually become the main line, though the existing road will, of course, continue to be run for the accommodation of way travel, but, even in that case, Pittsfield and some of the other towns will feel somewhat out in the cold.—*Springfield Republican.*

The Canada Pacific Railroad Project.

The Pacific Railroad scheme of the Dominion Government is now before the country. Briefly stated, it consists of a proposal to grant fifty million acres of land, in alternate blocks twenty miles wide, on either side of the line, supplemented by a bonus of thirty million dollars. Lake Nipissing is to be the starting point of the line in Ontario, and its total length will be 2,700 miles. As the amount of land to be granted on the plan above mentioned would fall somewhat short of the fifty million acres, which the Government proposes to give, the deficiency is to be made up by allotting about sixteen million acres in other parts of the Dominion. It order to secure the desired improvement the Government is authorized in the bill to enter into arrangements with any company or amalgamated companies to build and work the road, provided said company or companies shall have a capital of not less than ten millions, one-tenth of which shall be deposited in the hands of the Receiver-General before they shall be qualified to accept the contract. But a further clause is appended, to the effect that, if the Government shall make no contract with any existing company or companies, they shall have power to create such a company by a simple order in council. This latter provision would appear to empower the ministry to make almost any arrangements they may choose.—*Boston Advertiser.*

The Grain Trade of Baltimore.

The St. Louis *Democrat*, of 14th instant, commenting upon her cereal market, says:

While St. Louis is deeply sensible that the position New Orleans occupies is one of the utmost importance to the future of St. Louis, yet the total lack of co-operation evinced by New Orleans has driven St. Louis to seek an outlet to the seaboard for the cereals which were pressing upon her market through some willing and appreciative city. It was therefore proposed that the Ohio and Mississippi Road should change to the prevailing gauge between this city and Cincinnati and form, with the Baltimore and Ohio Road, a cheap through line to Baltimore for our grain. Both Companies embarked in the enterprise with spirit, and the Baltimore and Ohio Road built a grain elevator at Locust Point, Baltimore, and established a line of steamers to Europe to facilitate the movement of Western produce by this route. The Baltimore grain dealers entered into the business of purchasing Western grain with a zest which New Orleans will not, perhaps, command for a decade yet. They did not ask or expect St. Louis grain men to consign their corn to Baltimore for a market, but they sent telegrams ordering 20,000 to 100,000 bushels at a time at a given price. These orders were filled by our St. Louis merchants at ⅛ cent per bushel, and so the trade throve, until now it is the steadiest and best trade in corn we have. The *Price Current* errs when it states that we ship corn by rail to Baltimore in preference to giving it to our own steamers to carry. We ship nothing only as ordered by the Baltimore buyers. When our grain dealers consign corn to any point for a market it goes to New Orleans, and by water, too. But if New Orleans would do by us as Baltimore does, buy the grain outright of us for delivery, there would be no doubt that grain in abundance would flow into New Orleans. But New Orleans will take few chances outside of cotton and sugar. These two commodities at present seem to fill up the measure of her commercial ambition and fully occupy her time and capital.

New York and New Haven Railroad.

The income of this company for the fiscal year ending September 30, 1871, was as follows:

From passengers		$1,764,175 28
" freight		442,027 01
" mails and express		112,887 46
" other sources		39,837 13
		$2,358,926 88
Expenses viz:		
Repairs of road	$183,303 82	
" bridges	114,447 44	
" buildings	41,046 48	
" engines	90,450 91	
" cars	110,667 95	
" tools, etc	10,149 24	
Fuel	116,772 86	
Oil, tallow and waste	21,481 05	
Haulage	88,369 90	
Legal expenses	15,844 09	
Damages	7,318 81	
Station labor and expenses, including loading and unloading freight	112,488 13	
General superintendence and office expenses	19,666 83	
General expenses, rents, etc.	32,987 48	
Agents and clerks	54,471 38	
Train men	139,733 09	
Switch and signal men	19,152 81	
Watchmen and porters	19,536 18	
Insurance	3,787 46	
Contingent expenses	12,618 65	
		$1,214,294 06
Balance		$1,144,632 82
From which deduct—		
Taxes	$144,105 52	
Interest	63,570 00	
Loss, W. Bement	88,291 68	
		295,967 20
Leaving		$848,665 62

The resources for the past year and the disposition of the same have been as follows:

RESOURCES.

Cash on hand October 1st, 1870	$520,124 16
Materials on hand October 1st, 1870	308,544 70
Second installment on additional capital (25 per cent.)	750,000 00
Transportation earnings	1,144,632 82
Apparent profit, Shore Line Division, 11 months	51,451 63
Total	$2,774,753 31

PAYMENTS.

Dividends, (two of 5 per cent. each,)	$712,500 00
Taxes	144 105 52
Interest	63,570 00
Aditional real estate	7,361 69
On account of new bridge over Housatonic River, new bridge at South Norwalk, new depots, engines houses, &c.	179,535 42
Decrease in accounts payable	190,609 81
Materials for coming season	209,433 22
Materials for Shore Line Division	59,140 57
Cash on hand, and due from agents & corporations, October 1st, 1871	1,208,497 08
Total, as above	$2,774,753 31

The following is an exhibit in condensed form of the business of the year ending September 30th, 1871.

Receipts for transportation		$2,358,926 88
Transportation exp.	$1,214,294 06	
Taxes	144,105 52	
Interest	63,570 00	
Loss W. Bement	88,291 68	
		1,510,261 26
To profit and loss		$848,665 62

EXPENDITURES ON ACCOUNT OF NEW CAPITAL.

Additional real estate	$255,516 58
Steel rails	282,353 29
New land and shops, New Haven	392,859 57
Bridgeport Bridge	46,499 21
Cos Cob Bridge	76,279 63
New equipment	68,775 00
On account of new depots and depot grounds at New Rochelle, Rye, & Port Chester, and new bridges at South Norwalk and Housatonic River	141,815 03
Total	$1,364,098 31

In order to have the time for the annual report of this company, correspond with the time when, by the laws of the States of New York and Massachusetts, the annual reports of railroad companies are required to be made to those States, the Board of Managers of the New York and New Haven, and the Hartford and New Haven Railroad Companies, advised the board of directors of said two companies hereafter to close their fiscal year on the 30th day of September.

For that reason, the accompanying report gives the business of this company for the year ending September 30th, 1871.

Since the last annual meeting of this company, the Legislatures of the States of Massachusetts and Connecticut, have enacted laws, authorizing the complete consolidation of the New York and New Haven and Hartford and New Haven Railroad Companies, into one corporation, under the name of the New York, New Haven and Hartford Railroad Company. As the contract, under which the two companies are now acting, requires such consolidation to be made as soon as the necessary Legislative authority for that purpose is obtained, the stockholders will doubtless be called upon, at an early day, to take action upon an agreement of consolidation to be submitted by the board of directors.

The improvements to your road and equipment have been carried steadily forward. Since the close of the fiscal year the new double track bridges at the Housatonic River and Norwalk Harbor have been completed. The relaying the road with steel rails will be completed during the summer of 1873.

Your road, depots, bridges, and equipments are in better condition than ever before, for which you are greatly indebted to your superintendent, and the faithful men at the various departments of repairs.

The company have 88 engines, of which 33 are in good order, 1 in running condition, and 4 in the shop for repairs. The number of miles run by engines during the year has been 839,426, at a cost of 10 cents per mile run for repairs, which includes the cost of building one new engine in the company's shops; and 12½ cents per mile run, for coal consumed by the engines. Two new engines have been purchased from the Rogers Locomotive and Machine Co., of Paterson, N. J., and two old ones have been sold during the year.

The company have also 80 passenger, 16 baggage, 434 freight, and 50 gravel cars, besides 74-234ths of 45 passenger cars, (of which 12 are sleeping, and 8 are drawing room cars,) 8 baggage, 2 express freight, and 4 postal cars, belonging to the New York and Boston Express Line; and 74-232nds of 7 passenger and 4 baggage cars, be-

longing to the New York and Boston Shore Line, all of which are in excellent condition. The superintendent in his report says:

There have been placed in the track during the past year, about 54,000 cross-ties, and about 2,000 tons steel rails. The steel rails, under contract for delivery the coming year, will be sufficient to lay the entire length of your road with steel rails. Two gravel trains have been run during the season, and the tracks at present are all you have promised they should be, equal to any in our country.

The new bridges at the Housatonic and Norwalk Rivers are rapidly approaching completion, and will both be finished about January, 1872. These will make our bridges all in fine condition, and well worthy of examination.

The new depot building at Stratford has been completed, and another is now being built at Rye which will be finished early in the Spring of 1872. All other depot buildings and engines houses are in good order.

The passenger and freight trains have been run with the usual regularity and safety. There have passed over the road during the year, 9,531 passenger, and 2,608 freight trains, exclusive of gravel or construction trains. The number of passengers transported during the same time is 2,512,840, which is equal to carrying one passenger 75,313,493 miles; and during the past sixteen years, ending September 30, 1871, 25,405,708 pasengers have been transported over the New York and New Haven Railroad, without an accident to any train, while on that road, that caused the loss of a single life or limb to any passenger so transported.

CONDENSED BALANCE SHEET, SEP. 30TH, 1871.

Railroad, including the franchise, right of way, grading, masonry, bridging, fencing, superstructure, iron, station houses, shops, fixtures, machinery, engineering, interest, discount on bonds, &c	$6,143,480 04
Equipment: engines and cars	900,000 00
Real estate	107,745 66
Permanent improvement and additions	1,364,098 31
Materials and supplies on hand	209,433 22
Do., Shore Line Division	59,140 57
Cash in bank, due from agents, connecting roads, and corporations	1,208,497 08
	$9,992,394 88
Capital st'ck: 60,000 shares full p'd / 30,000 " 50 p.c. p'd	$7,500,000 00
Bonds payable December 1st, 1866, past due	2,000 00
Bonds payable October 1st 1875, six per cent. coupons due on 1st April and 1st October	1,059,500 00
Coupon interest and dividends unpaid	32,695 00
Accounts payable: March pay roll and balance due connecting roads	261,388 57
Credit balance Shore Line Division.	51,451 63
Profit and loss	1,085,359 68
	$9,992,394 88

President.—WM. D. BISHOP.

Directors.—Wm. D. Bishop, Bridgeport; George B. Carhart, George N. Miller, Abraham R. Van Nest, Horace F. Clark, Wilson G. Hunt, New York; Ezekiel H. Trowbridge, New Haven; Jonathan Godfrey, Southport; Nathan A. Baldwin, Milford; Nathaniel Wheeler, Bridgeport;

Treasurer.—JOHN T. SHELTON.

Secretary.—EDWARD I. SANFORD.

Superintendent.—JAMES H. HOYT.

☞ Track-laying on the extension of the railroad from Lancaster to Northumberland (N. H.) will be completed by the first of July.

Improvements in Artillery.

By no process have the capabilities of iron and its products been more successfully developed than in the experiments looking to improvements in artillery, and we take pleasure in noting every work of this kind. A new steel gun now demands attention. The Prussans have long been foremost in the development of artillery. Years ago, the long brass 24-pounder of the Prussian army was pronounced a weapon of wonderful accuracy for seige operations, and now we have from the Cast Steel Works of Fried. Krupp at Essen in Rhenish Prussia, a cast steel gun even more formidable. The Krupp system of Breech Loading Steel Guns is now used by many of the European Governments with much success, and the accuracy of range and great penetrating power of these guns is indeed wonderful.

The largest Krupp Guns used at the siege of Paris were twenty-four pounders, or as they are now called, fifteen centimetres (about six inches). The weight of this gun is about six thousand pounds; charge of powder, four and a half to five and a half pounds; weight of projectile, fifty-five to sixty pounds. The French forts were armed with the largest marine guns of the French fleet, but the accuracy of the twenty-four pounders soon dismounted them, piercing the casemates and reducing Fort d'Issy to a heap of ruins. The agency of Krupp's Works in the United States is with THOMAS PROSSER & SON, 15 Gold St. N. Y.

Cements.

The use of cement in the erection of structures of stone, dates from the earliest historic ages. In pre-historic times, it does not seem to have been generally known. The remains of edifices which are left to us from those remote periods, present the appearance of stones of Cylopean dimensions fitted closely to each other, and depending upon their size and weight to maintain them in the position to which they are placed. In building break-waters, there has been no improvement upon the art of the Pelasgian races. Seventeen centuries ago, the harbor of Joppa was formed by casting weighty stones into the sea in 20 fathoms of water to prepare a foundation, the greater number of them 50 feet long, 9 feet deep, and 10 feet wide. But with the construction of aquaducts and bridges, the use of cement became necessary, and those employed by the ancients enjoyed great reputation for their excellence. Among the best known in this country are the "Kingston" and "Rosendale," which are manufactured on the banks of the Hudson, but many good cements are also produced on the banks of the Potomac, and at one or two points in Kentucky. The Rosendale Cement is offered to constructors of Railroad works, through the columns of the Journal, by Messrs. Delafield & Baxter, 54 Pine Street; the Lawrence Cement Co., 67 William Street; F. O. Norton, 90 Broadway; the Lawrenceville Cement Co., 96 Wall Street; the Hudson River Cement Co., 95 Liberty St., and the James Cement Co., 24 Dey St., New York. The product of the Newark Lime and Cement Co., is on sale at the foot of Bridge Street in that city. All these cements may be regarded as perfectly reliable: It should be borne in mind that cement is liable to adultration, and it is therefore important to procure it of reliable and first class houses or companies like those above named.

Union Pacific Railroad.

From the report of this company for the month of April it appears that the number of acres of land sold during the month was 12,446.37, for $51,000 05—an average per acre of $4 09. Land Grant bonds were cancelled during the same period to the amount of $10,000. The total sales to April 30, 1872, were 530,433.91 acres for $2,194,008 57—an average per acre of $4 13. Lands belonging to the company remaining unsold, 11,549,566.09 acres.

The total amount of Land Grant Bonds issued is $10,400,000—less bonds cancelled by Land Department, $976,000; bought by Trustees, $251,000; total, $1,227,000—leaving bonds outstanding, $9,183,000. Land notes on hand, April 30, 1872, (interest not included) $1,056,827 21.

The earnings of the road for March, and for three months from January 1, have been as follows:

	March, 1872.	March, 1871.
Earnings	$562,861	$499,899
Expenses	366,668	275,483
Net earnings	$199,193	$224,416
	Jan. 1 to Mar. 31, 1872.	Jan. 1 to Mar. 31, 1871.
Earnings	$1,373,912	$1,353,396
Expenses	1,138,764	905,305
Net earnings	$235,148	$448,091

Net earnings 1872 compared with 1871 show:—

For March, decrease	$25,223
For two months previous	187,720
And for three months	$212,943

Stock and Bonds of Consolidated Companies.

An act relating to the stock and bonds of railroad and canal companies, merged or proposing to merge, and held by executors, guardians or trustees, passed the last Pennsylvania Legislature, and provides that it shall and may be lawful for any executor, guardian, or trustee holding the stock and bonds, or either, of any railroad or canal company which may be authorized to merge and consolidate with, or which has become merged and consolidated with any other railroad or canal company, to agree for and in respect to the said stock and bonds, or either, held by them, to the terms or conditions of such proposed or actual merger, and to accept in lieu or exchange for said stock and bonds, or either (but to be held in like trusts), the stock and bonds, or either, of the company so merging or formed by such merger and consolidation.

☞ The bill authorizing a subscription of $600,000 by the District of Columbia to the capital stock of the Piedmont and Potomac Railroad was passed by the House on the 20th inst., and, having previously passed the Senate, awaits the president's signature. This road will unite with the Chesapeake and Ohio at Staunton, Va., 130 miles from Washington, and will shorten the distance between St. Louis and Washington 127 miles. The president is Chas. H. Sherrill, who says the road will be completed within three years.

☞ It is officially announced that the New Jersey Southern Railroad Company will increase its capital stock by an issue of ten thousand additional shares of $100 each—making the whole capital stock $5,000,000. The money is wanted to purchase steamboats and pier accommodations,

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Central Pacific (in gold):													
1867	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868	64,463	86,937	81,396	96,451	106,835	164,729	259,590	251,832	262,770	293,422	286,562	342,743	2,300,767
1869	212,604	218,982	391,308	485,048	568,270	556 080	532,657	511,854	609,788	579,642	535,360	467,659	5,670,882
1870	413,104	394,176	488,323	633,758	768,719	729,274	783,099	807,815	777,183	828,447	746,800	612,805	7,983,513
1871	536,498	485,490	614,446	756.250	917,760	807,237	807,238	1,006,373	1,032,801	1,005,475	898,862	549,202	9,390,983
1872	634,480	545,487	863,050	951,200	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:													
1865	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,253	357,956	307,919	236,824	3,840,092
1866	226,153	222,241	290,111	269,249	329,851	371,544	321,597	387,269	322,638	360,223	323,030	271,247	3,695,153
1867	243,787	157,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868	276,117	275,140	267,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361 701	4,508,643
1869	343,182	315,099	388,727	328,390	345,833	402,854	351,045	493,232	506 623	468,212	397,515	340,851	4,681,563
1870	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871	353,235	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872	372,316	329,170	378,021	381,544	.....	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1863	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	435,945	407.688	2,811,544
1864	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1865	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	932,683	754,671	547,842	7,976,490
1866	523,566	399,917	523,845	537,519	858,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1867	696,147	574,664	765,398	774,280	895,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632.739
1868	724,890	807,478	850,192	1,094,597	1,211,150	1,180,933	1,076,674	1,251,940	1,507,479	1,570,067	1,107,084	1,001,987	13,381,471
1869	892,093	830,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1 305 673	1,371,780	1,140.145	845,708	13,355.467
1870	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,408
1871	655,428	602,182	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	842,012	10,997,868
Cleveland, Col., Cin. and Indianapolis:													
1868	242,205	236,160	242,509	236,435	193,959	203,696	218,347	271,425	287,451	293,296	262,798	230,061	2,918,342
1869	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,955
1870	203,069	226,897	244,182	246,646	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3.273,719
1871	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872	327,538	318,626	354,766	366,960	.....	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:													
1864	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1865	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1866	603,053	505,266	505,465	411,605	569,250	567,679	480,626	578,253	571,348	661,971	588,219	504,066	6,546,741
1867	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1868	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869	659,138	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870	623,383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871	624,744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872	642,466	527,068	572,175	547,988	.....	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:													
1866	90,411	85,447	84.351	81,181	96,388	103,373	98,043	106.921	104,866	113,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,526	96,535	106,594	114,716	121,217	142,823	132,337	123,383	1,278,713
1868	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,065	119,169	121,408	1,294,095
1869	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129 388	140,473	132,869	131,019	109,629	1,390,822
1870	90,177	98,275	101,379	106,246	110.213	111,117	111,127	118,407	132,998	153,531	144,023	141,376	1,418,869
1871	130,883	126,224	140,740	118,173	119,650	115,115	118,572	137,341	166,191	175,438	172,567	169,820	1,690,714
1872	152,577	142,408	150,784	145,858	.....	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:													
1864	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405.510	376,470	3,970,946
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,870	4,520,550
1866	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,646	429,161	493,640	414.604	308,669	4,260,115
1867	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371.073
1868	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	399,671	4,509,251
1869	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353 569	473,546	490,772	448,419	374,542	4,744,164
1870	337,992	329,128	384,431	412,030	406,283	363,187	326,891	378,880	467,990	511,447	453,873	387,827	4,755,958
1871	418,755	442,665	441,685	470,703	480,847	427,096	422,515	529,890	628,660	582,802	533,506	.....	.....
1872	505,586	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:													
1867	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350.565	751,738	1,101,771	775,616	438,323	5,683,608
1868	369,228	321,203	333,508	436,412	565,718	458,191	423,398	522,682	1,024,045	1,037,464	556,917	468 880	6,517,646
1869	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801.135	496,565	7,250 069
1870	396,171	382,823	377,571	443,132	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529.758	7,420,421
1871	396,760	327,431	377,571	483,884	662,367	658,018	481,113	506,557	815,345	841,150	644,625	473,295	6,668,056
1872	460,985	387,525	426,192	474,188	.....	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:													
1864	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278.006	346,243	275,950	3,311,077
1865	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284 319	3 793,005
1866	267,541	246,109	326,236	277,424	283,130	253,925	247,262	305 454	278,701	310,762	302,426	281,613	3 590 583
1867	242,793	219,065	279,647	284,729	282,939	240,135	234,633	322,521	365,371	379,367	336,066	272,053	3,459,319
1868	211,973	231,351	265,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	233,861	2,964.041
1869	180,366	216,080	221,459	214,409	218,639	223,236	192,364	275,220	292,803	328,044	298.027	254,896	2,915,543
1870	196,787	218,234	253,065	270,934	246,266	249,987	211,219	300,971	318.957	355,187	316,054	250,471	3,188,137
1871	245,982	258,554	384,599	243,650	222,263	189,241	211,352	288,989	325,379	330,991	.....	.....	.....
Pacific of Missouri:													
1869	194,112	207,302	294,302	278,247	264,273	249,249	184,411	262,515	350,613	329,243	298,708	271,207	3,184,282
1870	202,447	250,617	294,874	289,550	283,221	263,328	260,449	343,195	353,677	341,373	321,659	236,108	3,438,930
1871	212,005	219,504	319,765	285,416	284,732	275,351	287,540	329,270	364,128	369,887	385,103	299,552	3,630,696
1872	254,319	238,823	303,594	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1864	436,742	532,786	617,021	669,384	757,178	936,188	711,457	1,170,241	1,125,635	754,551	1,032,149	812,178	9,555,510
1865	653,053	608,305	116,215	923,283	416,341	566,979	957,194	1,121,205	1,351 579	1,419,232	1,196,955	702 685	10.033 026
1866	738,061	725,967	779,198	861,604	1,109,267	1,140,301	996,841	1,252,386	850,742	887,793	874,974	436,990	10,637,124
1867	500,488	534,561	703,618	836,603	905,358	903,974	864,637	693,104	873.153	956,658	837,351	586,779	9,256,284
1868	427,437	518,174	651,019	817,750	761 220	744,188	314,472	631,143	1,006,631	1,159,726	1,113,398	589,924	8,735,082
1869	479,236	525,490	755,433	904,834	499,463	630,680	1,232,903	1,454,026	1,294,621	1,235,366	1,476,405	828,447	11,316,904
1870	479,872	574,706	679,332	514,493	593,966	617,058	569,697	1,129,489	1,241,903	1,199,094	1,143,309	899,258	9,642,177
1871	506,367	423,045	644,506	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	.....	.....
St. Louis, Alton and Terre Haute:													
1866	178,120	155,893	192,138	170,485	168,699	162,532	166,015	222,953	198,884	244,834	212,227	177,364	2,250,142
1867	149,658	149,342	174,153	188,162	171,736	156,066	172,933	220,788	219,160	230,340	205,095	180,971	2,218,402
1868	127,593	133,392	149,164	155,388	130,545	140,408	143,987	204,597	196,910	210,473	174,500	168,696	1,935,753
1869	132,623	127,817	175,950	171,868	157,398	154,133	144,164	186,889	202,238	205,750	189,351	160,085	2,008,265
1870	152,393	158,788	172,216	172.347	155,081	150,719	129,567	167,305	158,627	163,285	152,909	137,794	1,871,031
1871	143,468	124,810	154,697	140,302	134,390	139,761	153,571	165,107	188,442	186,489	152,515	192,995	1,786,547
St. Louis and Iron Mountain:													
1870	92,181	95,610	105,033	103,716	117,625	116,242	107,524	126,012	127,412	126,775	124,988	123,948	1,372,236
1871	126,218	122,373	144,533	125,212	117,664	114,786	118,016	131,484	141,165	175,792	154,427	169,607	1,545,768
1872	173,707	156,292	181,055	178,686	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash and Western:													
1867	237,674	200,793	270,630	317,052	329,078	304,810	309,591	364,724	382,996	406,766	351,759	333,480	3,809,353
1868	278,712	265,137	257,800	286,825	260,529	293,344	283,833	484,209	450,203	429,898	323,270	399,439	4,013,208
1869	284,193	240,395	242,705	311,833	312,530	348,891	310,800	450.246	470,720	422.369	323,377	434,284	4,252.343
1870	312,183	293,645	295,278	318,699	340,892	348,632	322,756	466,431	508,042	451,298	425,687	386,254	4,469,762
1871	365,174	328,791	393,455	444,210	453,009	438,814	553,994	552,079	558,816	600,205	531,079	365,174	5,719,821
1872	439,780	431,949	460,646	447,311	.....	.....	.....	.....	.....	.....	.....	.....	.....
Union Pacific:													
1869	.....	.....	.....	.....	797,948	706,602	623,560	617,585	758,467	999,665	837,388	716,829	5,709,183
1870	528,529	500.139	539,238	706,603	802,586	746,450	643,058	664 051	728.521	719,698	570,168	505.053	7,654,094
1871	479,573	373,925	499,899	584,540	724,463	728,174	673,698	681,865	800,402	777,362	708,142	542,968	7,574,949
1872	375,936	534,115	565,861	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

CITY PASSENGER RAILROAD SHARE AND BOND LISTS

HORSE PASSENGER RAILROAD SHARE LIST

Years ending	Length equiv. single track.	Horses and Dummies.	Cars.	Companies.	Cost of Road and Equipment.	Share Capital.	Indebtedness. Bonded Debt.	Indebtedness. Floating Debt.	Earnings. Gross.	Earnings. Net.	Dividends on paid Capital.	Value of Shares. Par.	Value of Shares. Paid.	Value of Shares. Market.
	m.	No.	No		$	$	$	$	$	$	p. c.	$	$	$
Sept. 30,'70	7.25	94	14	Albany .....N.Y.	156,100	110,300	40,000	—	87,061	22,592	5.	100	100	....
Sept. 30, '70	0.96	—	—	Albany st. Freight (B'ton).Mass.	47,765	75,000	—	1,136	2,654	557	—	100	100	....
Oct. 31, '70	3.41	11	4	Allentown .....Pa.	30,118	30,500	—	—	12,733	1,886	—	100	100	...
Dec. 31, '68	31.00	479	73	Baltimore City..... Md.	.....	.....	.....	.....	480,046	.....	6.	100	100	25¼
Sept. 30,'70	22.00	412	53	Bleeck. st. & F.F. (N.Y.C.)N.Y.	1,975,049	900,000	694,000	29,500	316,259	54,828	—	100	100	....
Sept. 30,'70	3.36	—	—	Boston and Chelsea.....Mass.	110,000	110,000	—	—	4,400	4,004	4	100	100	....
Sept. 30,'70	2.75	—	—	Boston & West Roxbury. Mass	41,000	41,000	—	—	—	.....	—	100	100	....
Sept. 30,'70	10.76	192	49	Broadway (Brooklyn).....N.Y.	315,320	200,000	100,000	8,782	150,876	26,876	12	100	100	....
Sept. 30,'70	16.00	798	112	B'dway & 7th Av.(N.Y.C.)N.Y.	583,894	2,100,000	1,500,000	100,000	707,983	242,248	6.	100	100	....
Sept. 30,'70	7.00	—	28	Brooklyn, Bath & Coney I.N.Y.	180,855	170,000	80,000	91	35,842	8,514	—	100	100	....
Sept. 30,'70	72.00	1412	297	Brooklyn City.....N.Y.	2,032,878	1,500,000	300,000	156,350	1,334,984	1115,653	12.0	100	100	....
Sept. 30,'70	24.33	211	49	B'klyn City, Hun. P.& P.P.N.Y.	685,864	300,000	379,000	30,448	166,955	24,058	—	100	100	....
Sept. 30,'70	11.00	190	41	Brooklyn City & Newtown.N.Y.	600,000	600,400	—	24,048	150,922	23,653	—	100	100	....
Sept. 30,'70	6.00	....	...	B'klyn Flatbh & Coney Isl.N.Y.	106,000	180,000	100,000	(Open	ed Oct. 1,	1870.)	—	100	100	....
Sept. 30,'70	24.09	190	39	Brooklyn and Jamaica.....N.Y.	1,288,100	488,100	800,000	—	—	—	—	100	100	....
Sept. 30,'70	4.50	....	...	Brooklyn & Rockaway Bh.N.Y.	210,793	145,500	84,500	3,000	34,357	18,241	—	100	100	....
Sept. 30,'70	15.21	182	52	Buffalo street.....N.Y.	415,121	73,000	341,464	14,927	164,622	19,466	—	100	100	....
Sept. 30,'70	7.50	89	20	Bushwick (Brooklyn) .....N.Y.	319,171	302,000	52,000	1,938	124,372	35,910	7.	100	100	....
Sept. 30,'70	27.43	—	—	Cambridge (Boston) .....Mass.	734,671	727,800	150,000	74	—	—	9.0	100	100	104
Sept. 30,'70	3.26	20	4	Central City (Syracuse)....N.Y.	29,334	21,130	6,000	—	18,738	5,035	10	100	100	....
Sept. 30,'70	36.00	761	141	Cen. P., N.& E.R. (N.Y.C.)N.Y.	1,629,175	1,068,400	626,000	60,199	618,136	56,485	—	100	100	....
Oct. 31, '70	7.25	250	50	Citizens'(10th&11th sts.)(Ph.)Pa.	207,264	192,750	—	—	251,773	76,780	36.3	56	19½	....
Oct. 31, '70	9.06	152	34	Citizens' (Pittsburg) .....Pa.	244,885	184,000	50,000	7,700	155,156	42,598	16.3	50	44	....
Sept. 30,'70	14.83	210	18	Coney Island (Brooklyn) ..N.Y.	647,363	500,000	214,000	39,238	147,669	17,414	—	100	100	....
Sept. 30,'70	22.79	819	109	Dry Dock,E.B.&B.(N.Y.C)N.Y.	909,871	1,200,000	700,000	30,000	709,274	124,300	8.	100	100	....
Sept. 30,'70	3.50	12	4	Dunkirk and Fredonia ....N.Y.	42,851	34,825	—	—	8,544	4,106	7.	100	100	....
Sept. 30,'70	11.75	....	...	East New York & JamaicaN.Y.	257,698	171,700	82,700	1,619	27,701	4,241	—	100	100	....
Oct. 31, '70	1.63	12	3	Easton and S. Easton .....Pa.	25,230	29,562	—	—	9,799	2,577	5.0	25	20	....
Sept. 30,'70	18.00	867	161	Eighth Avenue (N.Y.City)N.Y.	1,540,173	1,000,000	203,000	30,000	812,442	182,523	12.0	100	100	....
Dec. 31, '70	6.00	....	...	Elizabeth & Newark.....N.J.	224,749	200,000	—	24,738	34,986	11,129	5.5	100	100	....
Oct. 31, '70	2.27	19	5	Erie City.....Pa.	32,291	19,807	20 296	—	16,143	—	—	50	9	....
Sept. 30,'70	2.70	20	4	Fifth Ward (Syracuse).....N.Y.	44,763	29,335	10,000	—	12,327	2,185	—	100	100	....
Sept. 30,'70	9.63	232	54	42d st. & Gr'd st. F.(N.Y.C.)N.Y.	1,052 479	748,000	215,000	—	384,800	93,276	10.0	100	100	....
Oct. 31, '70	17.04	301	45	Frankford & Southwark(Ph.)Pa.	786,242	491,750	187,500	30,000	329,605	36,039	6.0	50	49½	45⅝
Sept. 30,'70	3.25	26	6	Genesee & Water st. (Syr.).N.Y.	59,354	42,500	12,700	—	13,503	1,139	—	100	100	...
Nov.31, '70	34.25	360	60	Germantown (Phila.).....Pa.	562,270	307,545	350,000	—	356,759	102,350	19.5	50	15	38
Oct. 31, '70	5.40	155	25	Girard College (Phila.).....Pa.	174,657	170,000	—	—	161,905	37,685	6.0	50	17	44½
Sept. 30,'70	9.00	90	15	Gr'd st. & Newtown (Bk'n)N.Y.	270,000	170,000	90,000	—	89,627	8,196	2.	100	100	....
Dec. 31, '70	7.25	200	42	Green and Coates st. (Phila.).Pa.	243,615	150,000	100,000	—	180,211	32,244	6.0	50	15	47
Sept. 30,'70	10.00	112	24	Harlm.Br.,Morr. & F'dham.N.Y.	260,682	114,010	134,000	4,000	74,945	7,894	—	100	100	....
Oct. 31, '70	2.14	11	4	Harrisburg City.....Pa.	60,249	41,995	12,864	1,240	5,997	2	—	25	24	...
Oct. 31, '70	14.10	336	56	Hest., Mant. & F'mount (Ph.)Pa.	471,248	306,386	164,400	1,000	262,890	49,315	6.5	50	7	21
Sept. 30,'70	3.56	27	9	Kingston and Rondout.....N.Y.	79,835	75,000	—	—	22,120	3,252	—	100	100	....
Oct. 31, '70	5.20	110	17	Lombard and South st. (Ph.).Pa.	168,555	105,000	62,500	—	100,785	9,201	—	25	10½	30
Sept. 30,'70	3.82	50	9	Lowell Horse.....Mass.	49,180	55,830	—	—	26,181	2,431	—	100	100⅞	....
Sept. 30,'70	11.75	239	35	Lynn and Boston .....Mass.	276,221	200,000	50,000	51,137	136,719	Loss.	—	100	100	....
Sept. 30,'70	3.41	—	—	Malden and Melrose (Btn).Mass.	60,246	200,000	45,872	—	16,740	Loss.	—	100	100	....
Sept. 30,'70	0.91	—	—	Marginal Freight (Boston).Mass.	191,834	191,500	—	46,454	1,144	—	—	100	100	....
Sept. 30,'70	3.07	—	—	Medford & Charlest. (Btn).Mass.	36,000	21,000	4,000	—	1,120	—	—	100	100	....
Sept. 30,'70	4.88	43	6	Merrimac Valley.....Mass.	42,206	50,000	—	6,174	23,375	—	—	100	100	....
Sept. 30,'70	33.65	914	170	Metropolitan (Boston) ....Mass.	1,624,594	1,250,000	—	297,271	685,303	99,519	10.0	100	100	67
Sept. 30,'70	7.29	247	49	Middlesex (Boston).....Mass.	530,367	400,000	100,000	81,557	172,240	12,419	—	100	100	86½
Dec. 31, '70	3.40	....	...	Newark and Irvington.....N.J.	50,806	30,000	15,000	2,402	34,807	2,962	—	100	100	....
Sept. 30,'70	12.20	180	53	Ninth Avenue (N. Y. City)N.Y.	476,598	797,320	167,000	—	124,733	3,330	—	100	100	....
Sept. 30,'70	3.22	16	5	Northampton & Wmburg. Mass.	300,000	300,000	—	3,853	9,393	Loss.	—	100	100	....
Sept. 30,'70	2.16	—	—	North Woburn (Boston)..Mass.	24,612	25,000	8,000	3,195	1,920	1,920	—	100	100	....
Oct. 31, '70	7.50	84	8	Oakland & E. Liberty (Pbg.).Pa.	121,097	59,500	17,000	59,163	55,955	—	—	50	50	....
Dec. 31, '70	17.29	167	28	Orange and Newark .....N.J.	897,022	282,555	546,000	76,695	195,357	37,874	—	100	100	....
Dec. 31, '68	3.81	....	...	Passenger (Cin.) .....O.	100,000	100,000	—	—	—	—	—	100	100	....
Nov.31, '70	9.66	30	15	Peoples' street (Scranton) ...Pa.	134,917	125,500	—	—	42,205	6,185	5.0	100	100	....
Dec. 31, '70	12.08	336	76	Philadelphia City (C. & W.).Pa.	450,231	225,000	200,000	25,231	321,866	52,994	21.8	50	15	58½
Dec. 31, '70	5.65	—	14	Philadelphia and Darby.....Pa.	257,000	200,000	57,000	—	12,000	8,000	4.0	20	20	....
Dec. 31, '70	12.88	129	25	Philadelphia & Gray's Ferry.Pa.	299,126	285,307	6,500	—	116,645	26,109	—	50	25	33
Oct. 31, '70	8.25	154	28	Pbg., Allegheny & Manchest.Pa.	144,202	140,000	23,000	—	144,003	41,254	11.4	50	35	....
Oct. 31, '70	6.00	100	17	Pittsburg and Birmingham..Pa.	132,615	100,000	10,600	52,248	84,200	—	12.0	50	44	....
Dec. 31, '68	6.88	92	16	Portland .....Me.	160,300	160,300	—	600	45,007	12,809	7.	100	100	....
Oct. 31, '70	8.00	50	11	Ridge Av. & Manayunk(Ph.)Pa.	182,540	120,500	63,300	10,000	36,970	—	2.0	50	25	....
Sept. 30,'70	10.00	72	20	Rochester and Brighton ...N.Y.	91,626	60,000	20,000	7,208	34,015	Loss.	—	100	100	....
Sept. 30,'70	7.38	47	21	Saiem.....Mass.	203,434	150,000	35,600	22,968	36,320	Loss.	—	100	100	....
Dec. 31, '70	3.49	—	—	Schuylkill River (Phila.) ....Pa.	47,463	50,000	—	—	5,000	5,000	10.0	50	5	....
Sept. 30,'70	16.00	672	100	Second Avenue (N.Y. City)N.Y.	1,969,777	888,100	1,100,000	—	570,583	93,991	2.	100	100	85
Dec. 31, '70	34.00	500	92	2d and 3d street (Phila.).....Pa.	644,143	573,417	109,300	—	504,136	109,959	10.0	50	30	63
Dec. 31, '70	6.00	125	22	17th and 19th street (Phila.)..Pa.	119,822	160,000	—	—	111,446	17,883	12.5	50	16	....
Sept. 30,'70	8.38	680	82	Sixth Avenue (N.Y. City).N.Y.	1,616,511	750,000	250,000	85,000	725,694	121,026	10.	100	100	....
Sept. 30,'70	3.61	—	—	Somerville (Boston).....Mass.	75,000	75,000	—	—	4,500	4,500	6.	100	100	....
Sept. 30,'70	6.43	280	43	South Boston .....Mass.	418,891	409,000	—	13,283	200,996	35,061	9½	100	100	71½
Sept. 30,'70	7.25	280	43	South Brooklyn & Park....N.Y.	204,000	150,000	50,000	13,500	10,795	270	—	100	100	....
Sept. 30,'70	2.47	25	4	Springfield .....Mass.	56,542	50,000	—	5,255	4,527	70	—	100	100	....
Sept. 30,'70	2.50	16	5	Stoneham street (Boston)..Mass.	40,044	33,000	—	—	11,907	408	—	100	100	....
Sept. 30,'70	2.07	20	6	Syracuse and Geddes.....N.Y.	25,978	25,000	25,000	—	15,729	6,290	3½	100	100	....
Sept. 30,'70	5.86	10	4	Syracuse and Onondaga ...N.Y.	38,600	37,000	—	—	11,737	2,004	2½	100	100	....
Oct. 31, '69	8.33	200	23	10th & 11th sts. Citizen's Ph.)Pa.	179,625	192,750	—	—	240,293	81,318	36½	50	20	....
Sept. 30,'70	18.00	1507	219	Third Avenue (N. Y. City).N.Y.	2,925,109	1,170,000	1,680,000	75,000	1,432,738	177,250	16	100	100	....
Dec. 31, '70	7.60	180	31	13th and 15th streets (Phila.).Pa.	997,700	997,700	.....	.....	215,078	62,061	5.5	50	50	20
Dec. 31, '70	3.60	....	...	Trenton.....N.J.	42,613	34,000	6,500	2,113	11,077	1,347	—	100	100	....
Sept. 30,'70	6.50	32	5	Troy and Albia.....N.Y.	73,721	44,700	34,960	1,673	14,044	2,054	—	100	100	....
Sept. 30,'70	12.44	54	22	Troy and Lansingburg.....N.Y.	305,410	250,000	85,000	72,100	154,495	10,534	—	100	100	....
Sept. 30,'70	4.75	—	—	Troy and Cohoes.....N.Y.	70,000	50,000	—	leas. t	oTroy&	Lansb.	—	100	100	....
Dec. 31, '70	27.00	537	96	Union (Phila.).....Pa.	804,213	400,000	300,000	—	497,452	115,013	6.0	50	20	....
Sept. 30,'70	—	514	84	Union (Boston) .....Mass.	349,851	200,000	105,200	48,427	366,380	16,447	8	100	100	....
Sept. 30,'70	15.50	85	20	Utica, Clinton & Bingham.N.Y.	311,239	121,400	200,000	1,800	101,853	13,587	—	100	100	....
Sept. 30,'70	2.50	20	6	Van Brunt st (Brooklyn)..N.Y.	87,000	75,000	18,000	—	19,250	2,458	—	100	100	....
Sept. 30,'70	2.61	8	2	Waltham and Newtown..Mass.	26,845	14,750	—	19,049	7,887	Loss	—	100	100	....
Sept. 30,'70	15.50	162	31	Watervliet (Albany) .....N.Y.	317,279	240,000	130,000	—	107,889	19,991	6	100	100	....
Dec. 31,'68	5.80	—	—	West Hoboken .....N.J.	100,000	40,000	60,000	—	—	—	—	100	100	....
Oct. 31, '70	13.50	402	65	West Philadelphia.....Pa.	556,938	400,000	100,000	—	376,444	57,813	10.0	50	50	....
Dec. 31, '70	4.56	14	6	Wilkesbarre and Kingston...Pa.	94,833	100,000	—	—	27,714	785	—	50	50	....
Oct. 31, '70	2.40	13	8	Williamsport .....Pa.	38,580	15,600	5,000	41,480	9,530	—	—	25	25	....
Oct 31, '70	2.25	—	—	Winnisimmet (Boston)....Mass.	62,152	52,900	—	—	3 600	3,010	4	100	100	....
Oct. 31, '70	3.55	40	16	Worcester .....Mass.	46,205	40,000	20,000	5,006	.....	Loss.	—	100	100	....

PASSENGER RAILROAD BONDS.

Companies.	Amount outstanding.	Inter. st Rate.	Inter. st Payable.	Principal Payable.	Market Price.
	$	pc			
Albany:					
1st Mortgage.....	40,000	7	J.& J.	18—	....
Bleecker St. & Fulton Ferry:					
1st Mortgage.....	694,000	7	J.& J.	1872	....
Broadway (Brooklyn):					
1st Mortgage.....	100,000	7	J.& J.	1881	....
Broadway and 7th Avenue:					
1st Mortgage.....1,	500,000	7	J.&D.	1884	...
Brooklyn, Bath & Coney I.:					
1st Mortgage.....	80,000	7	J.& J.	18—	...
Brooklyn City:					
1st Mortgage.....	300,000	7	J.& J.	1882	...
Bklyn City, Hun.Pt.& P.P.:					
1st Mortgage.....	379,000	7	M&N	1878	....
Brooklyn and Jamaica:					
1st Mortgage.....	800,000	7	J.& J.	1890	....
Brooklyn City & Newtown:					
1st Mortgage.....	200,000	7	J.& J.	1875	....
Brooklyn & Rockaway B'ch:					
1st Mortgage.....	84,500	7	J.& J.	18—	....
Buffalo street:					
1st Mortgage.....	341,500	7	J.&D.	1881	....
Cambridge (Boston):					
1st Mortgage sinking fund	150,000	6	J.& J.	1883	....
Central Park, N. & E.River:					
1st Mortgage.....	628,000	7	J.& J.	1874	....
Citizens' (Pittsburg):					
1st Mortgage.....	50,000	7	J.& J.	1879	....
Coney Island and Brooklyn:					
1st Mortgage.....	214,000	7	J.& J.	1873	....
D. Dock, E Bdw. & Battery:					
1st Mortgage.....	700,000	7	J.& J.	18—	....
Eighth Avenue (N. Y.):					
1st Mortgage.....	203,000	7	J.& J.	18—	....
42d st.& G'd st. Ferry(N.Y.):					
1st Mortgage.....	160,000	7	J.& J.	1873	....
Real Estate.....	65,000	7	var.	var.	....
Frankford and Southwark:					
1st Mortgage.....	187,500	7	J & J.	1877	....
Germantown:					
1st Mortgage.....	250,000	7	J.& J.	1877	....
2d mortgage	250,000	7	J.& J.	1884	....
Green and Coates (Phila.):					
1st Mortgage.....	100,000	7	J.& J.	1878	....
Grand st. and Newtown:					
1st Mortgage.....	90,000	7	J.& J.	18—	....
Harl. Br.,Morris'a & Fordh.:					
1st Mortgage.....	136,000	7	J.& J.	1877	....
Hestonv., Mantua & Fairm.:					
1st Mortgage.....	25,900	7	J.& J.	1874	....
Lombard and South st.(Ph.):					
1st Mortgage.....	62,500	7	J.& J.	1883	....
Lynn and Boston:					
1st Mortgage sinking fund	50,000	7	J.& J.	1886	....
Malden and Melrose:					
1st Mortgage, guaranteed.	45,872	6	A.&O	1880	....
Middlesex (Boston					
1st Mortgage sinking fund	100,000	6	J.&D.	1884	....
Ninth Avenue (N. Y.):					
1st Mortgage.....	167,000	7	J.& J.	1876	....
Orange and Newark:					
1st Mort. Broad street....	100,000	6	J.& J.	1880	....
1st Mort. O. & N. R. R...	100,000	6	J.& J.	1881	....
2d Mort. O. & N. R. R...	300,000	6	J.& J.	1883	...
Philadelphia City:					
1st Mortgage.....	200,000	6	J.& J.	1881	....
Philadelphia and Darby:					
1st Mortgage.....	57,000	7	M&N	1887	....
Pittsb., Allegh'y & Manch.:					
1st Mortgage.....	23,000	7	A.&O	1874	....
Quincy:					
Plain bonds.....	66,424	6	var	var.	....
Ridge Av. and Manayunk:					
1st Mortgage.....	48,300	7	J.& J.	1880	....
1st Mortgage.....	15,000	6	J.& J.	1880	....
Salem:					
1st Mortgage.....	35,600	6	J.& J.	18—	....
Second Avenue (N. Y.).					
1st Mortgage.....1,	100,000	7	J.& J.	1877	....
Second and Third st. (Ph.).					
1st Mortgage.....	83,700	7	J.& J.	1878	....
2d Mortgage.....	15,000	7	A.&O	1876	....
Sixth Avenue (N. Y.):					
1st Mortgage.....	250,000	7	J.&D.	1877	....
Syracuse and Geddes:					
1st Mortgage.....	25,000	7	J.& J.	18—	....
Third Avenue (N. Y.):					
1st Mortgage.....1,	000,000	7	J.& J.	1875	....
Real estate.....	500,000	7	J.& J.	—	...
Troy and Lansingburg:					
1st Mortgage.....	85,000	7	A.&O	1879	...
Union (Boston):					
Real estate mortgages....	105,000	6	var.	var.	...
Union (Phila.):					
1st Mortgage.....	300,000	7	J.& J.	1885	....
Utica, Clinton & Bingham.:					
1st Mortgage.....	200,000	7	J.& J.	1887	...
Watervliet.					
1st Mortgage.....	130,000	7	J.& J.	1889	—
West Hoboken:					
1st Mortgage.....	61,000	7	M&N	1878	...
West Philadelphia:					
1st Mortgage.....	100,000	7	J.&D.	1878	103½
Worcester:					
1st Mortgage.....	20,000	6	A.&O	1878	...

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq*.....100	$3,067,800	J. & J.	Jan. '72 3½
Allegheny Valley 50	2,256 350	— & —	.....
Atlanta and West Point.100	1,232,200	J. & J.	July '71 4
Atlantic and Gulf 100	3,691,200	— & —	.....
" " pref.100	821,664	J. & J.	July '71 3½
Atlantic and St. Law*...100	2,494,900	M. & S.	Sept.'71 2
" " new 1870.100	1,500,000	— & —	.....
Avon, Geneseo & Mt. M.*100	194,250	A. & O.	Apl. '72 1½
Baltimore and Ohio.....100	13,151,962	M. & N.	May '72 5
Washington Br.....100	1,650,000	A. & O.	Apl. '72 5
Parkersburg Br. pref... 50	5,680,685	— & —	.....
Berkshire*.....100	600,000	J. A. J&O	Apl. '72 1½
Blossburg & Corning.*.. 50	250,000	J. & D.	Dec. '71 2½
Boston and Albany 100	19,664,100	M. & N.	May '72 5
Bos., Clin. & Fitchb.pref.100	633,200	— & —	.....
Agricultural Br. guar...100	60,000	J. & J.	July '71 3
Bost., Conc. & Mont.*pref100	800,000	M. & N.	May '72 3
Boston and Lowell.....500	2,215,000	J. & J.	Jan. '72 4
Boston and Maine.....100	5,000,000	M & N.	May '72 5
Boston and Providence.100	3,950,000	M. & N.	May '72 5
Buffalo, N. Y. and Erie*.100	950,000	J. & D.	Dec. '71 3½
Burlington and Mo. Riv.100	1,380,000	J. & J.	Jan. '72 4
" " prof.100	1,683,400	J. & J.	Jan. '72 4
Camden and Amboy* ...100	5,847,800	J.A. J.O.	Apl. '72 2½
Camden and Atlantic.... 50	377,100	— & —	.....
" " pref. 50	752,700	— & —	.....
Cape Cod 50	915,577	J. & J.	Jan.'72 $2½
Cape May and Millville* 50	447,000	J. & D.	Dec.' 71 3
Catasauqua & Fogelsv.. 50	426,900	Novemb.	Nov.'71 6
Catawissa*..... 50	1,159,500	— & —	.....
" pref. 50	2,200,000	M. & N.	May '72 3½
Cayuga and Susq.*..... 50	589,110	J. & J.	July '71 4½
Cedar Rapids & Mo. R.*100	6,850,400	M. & N.	May '72 1½
" " pref.100	769,600	M. & N.	May '72 3½
Central of Georgia.....100	4,666,800	J. & D	Dec. '71 5
Central of New Jersey.100	15,000,000	J.A.J&O.	Apl. '72 2½
Central Ohio*..... 50	2,425,000	J. & D.	Dec. '71 3
" pref..... 50	400,000	J. & D.	Dec. '71 3
Chemung*.....100	380,000	J.A.J&O	Apl. '72 1½
Cheshire, preferred 100	2,100,000	J. & J.	Jan. '72 2
Chicago and Alton.....100	8,925,500	M. & S.	Mar. '72 5
" " pref...100	2,425,400	M. & S.	Mar. '72 5
Chicago, Burl. & Quincy.100	20,000,000	M. & S.	Mar. '72 5
Chicago, Iowa & Nebras*100	3,916,300	J. & J.	Jan. '72 5
Chicago & N. Western.100	14,720,959	J. & D.	June '71 5
" " pref.100	20,415,013	J. & D.	Dec. '71 3½
Chicago, R. I. & Pacific.100	19,000,000	A. & O.	Apl. '72 4
Cin., Ham. & Dayton*...100	3,500,000	A. & O.	Apl. '72 4
Cin., Sand. and Clev.* .. 50	2,967,800	— & —	Apl. '72 10s
" " pref... 50	428,646	M. & N.	May '72 3
Clev., Col., Cin. & Ind...100	13,944,000	F. & A.	Feb. '72 3½
Cleveland & Mahoning*. 50	2,057,569	M. & N.	May '72 3½
Cleveland & Pittsburg*.. 50	7,494,588	F.M.A.N	May '72 2½
Col., Chic. & Ind. Cen.*.100	13,000,000	J.A.J&O	Jan. '72 2½
Columbus and Xenia*... 50	1,786,800	M.J.S.D.	Mar. '72 2
Colum. & Hocking Val.100	848,964	— & —	.....
Concord..... 50	1,500,000	M. & N.	May '72 5
Concord and Ports.*.....100	350,000	J. & J.	Jan. '72 3½
Conn. & Passum p Riv..1 0	2,084,200	F. & A.	Feb. '72 3
Connecticut River..... 50	1,700,000	J. & J.	Jan. '72 5
Cooperstown and Susq.100	307,383	— & —	.....
Cumberland Valley..... 50	1,325,000	A. & O.	Oct. '71 4
Danbury and Norwalk . 50	400,000	M.J.S.D.	Dec. '71 4
Delaware*..... 50	1,230,941	J. & J.	Jan. '72 3
Del., Lackaw. & Westn. 50	18,808,850	J.A.O..J.	Apl. '72 2½
Detroit & Milwaukee *.. 50	452,350	— & —	.....
" " pref. 50	2,095,000	J. & J.	Jan. '72 2
Dubuque & Sioux City*100	5,000,000	J. & J.	Jan. '72 2
East Pennsylvania* 50	1,309,200	J. & J.	Jan. '72 4
East Mahanoy *..... 50	392,950	J. & J.	Jan. '72 3
Eastern (Mass.).....100	4,062,600	J. & J.	July '71 4
Eastern (N. H.) 100	492,500	J. & J.	July '71 4
Elmira, Jef. & Canand*.100	500,000	F. & A.	Feb. '72 2½
Elmira & Williamsport* 50	500,000	M. & N.	May '72 2½
" " pref. 50	500,000	J. & J.	Jan. '72 3½
Erie Railway 100	18,000,000	F. & A.	Feb. '66 4
" pref.....100	8,536,910	.....	Jan. '72 3½
Erie and Pittsburg*..... 50	1,090,250	M.J.S.D.	Dec. '71 1½
Fitchburg.....100	3,540,000	J. & J.	Jan. '72 4
Georgia 100	4,156,000	J. & J.	Jan. '72 4
Grand River Val.* guar.100	1,000,000	— & —	.....
Grand Trunk, (Ca.).....100	14,367,946	— & —	.....
Great Western, (Ca.)...100	19,237,404	A. & O.	Apl. '72 3
Hannibal & St. Joseph.100	4,151,700	F. & A.	Aug.'70 3½
" " pref.100	5,978,224	Annual.	Aug.'70 7
Hanover Branch, (Pa.). 50	116,850	M. & N.	May '72 5
Harlem Extension 100	4,000,000	— & —	.....
Harrisburg & Lancaster* 50	1,182,500	J. & J.	Jan. '72 3½
Hartford & New Haven.100	3,300,000	J. A. J.O.	Apl. '72 3
" " scrip. 50	1,500,000	J.A. J.O.	Apl. '72 3
Housatonic, pref. 100	1,180,000	J. & J.	Jan. '72 5
Huntingdon & B'd Top. 50	616,000	— & —	.....
" " pref. 50	218,350	J. @ J.	July '68 3½
Illinois Central 100	25,280,240	F. & A.	Feb. '72 5
Indianapolis, Cin. & Laf. 50	7,685,497	M. & S.	Sept.'67 4
Iowa Falls & Sioux City*100	4,625,000	— & —	.....
Jeffersonv., Mad. & Ind.100	2,000,000	J. & J.	Jan. '66 5
Joliet and Chicago*.....100	1,500,000	J.A. J.O.	Apl. '72 1½
Joliet & North. Indiana*100	300,000	J. & J.	Jan. '72 4
Lake Shore & Mich. So..100	34,446,500	F. & A.	Feb. '72 4
" " (guar.).100	533,500	F. & A.	Aug.'71 5
Lawrence*..... 50	260,200	— & —	.....
Leeds and Farmington*100	600,000	J. & J.	Jan. '72 3
Lehigh & Susquehanna.. 50	8,739,800	M. & N.	May '67 5
Lehigh Valley 50	18,158,400	J.A. J.O.	Apl. '72 2½

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Little Miami.*..... 50	$5,871,450	J.A. J.O.	Apl. '72 2
Little Schuylkill*..... 50	2,646,100	J. & J.	Jan. '72 3½
Long Island..... 50	3,000,000	M. & S.	Sept.'71 3
Louisv., Cin. and Lex.. 50	1,623,483	J. & J.	July '69 3
" " pref.100	848,700	J. & J.	Jan. '72 4½
Louisville & Nashville..100	8,680,912	F. & A.	Feb. '72 4
Louisv., N. Alb. & Chi...100	3,000,000	J. & D.	Dec. '70 3
Lowell and Lawrence ...100	200,000	A. & O.	Apl. '71 3
Lykens Valley 20	600,000	F.M.AN	May '72 2½
Macon and Western.....100	2,500,000	J. & D.	Dec. '71 5
Maine Central.....100	3,400,500	— & —	.....
Manchester and Law...100	1,000,000	M. & N.	May '72 5
Marietta & Cincinnati... 50	1,372,891	— & —	.....
" " 1st pref. 50	8,130,719	M. & S.	Sep. '66 3s
" " 2d pref.. 50	4,460,368	M. & S.	Sep. '66 3s
Massawippi*.....100	400,000	F. & A.	Feb. '72 3
Memphis & Charleston* 25	5,312,725	J. & D.	Jan. '69 3
Michigan Central 100	14,665,848	J. & J.	Jan. '72 5
Mill Creek & Minehill*. 50	323,375	J. & J.	Jan. '72 5
Milwaukee and St. Paul.100	11,822,878	J. & J.	Dec. '70 7s
" " pref.....100	10,825,103	January.	Feb. '72 7
M. Hill & Schuyl. Hav.* 50	3,856,450	J. & J.	Jan. '72 4
Morris and Essex*..... 50	11,900,950	J. & D.	Dec. '71 3½
Nashua and Lowell.....100	800,000	M. & N.	May '72 5
Naugatuck.....100	1,864,400	F. & A.	Feb. '71 5
Nesquehoning Valley*... 50	1,000,000	M. & S.	Mar. '72 5
Newark and N. York*..160	977,400	J. & J.	Jan. '72 3½
N. Bedford & Taunton.100	500,000	M. & N.	May '72 4
N. Castle & Beaver Val.* 50	1,800,000	J. & J.	Aug'69 12s
N. Haven & Northamp...100	605,000	J.A. J.O.	Apl. '72 2½
New Jersey*.....100	7,295,200	J.A. J.O.	Apl. '72 2½
New London Northern*100	1,003,500	J. & J.	Jan. '72 4
N.Y. Cen. & Hudson R..100	45,000,000	A. & O	Apl. '72 4
" " Certif....100	44,428,330	A. & O.	Apl. 72 4
New York and Harlem.100	8,500,000	J. & J.	Jan. '72 4
" " pref.100	1,500,000	J. & J.	Jan. '72 4
N. York & New Haven.100	9,000,000	J. & J.	Jan. '72 5
N. Y., Provid. & Boston.100	2,000,000	J.A. O.J.	Apl. '72 2½
Nisg. Bridge & Canand*100	1,000,000	J. & J	Jan. '72 3
North Carolina*.....100	4,000,000	irregular.	July'72 3
N. Eastern (N.C.) pref..100	111,000	M. & N.	May'67 4
North Pennsylvania..... 50	3,150,150	January.	Jan. '72 5s
Northern Central 50	5,000,000	M. & N.	May '72 3
Northern N. Hampsh...100	3,068,400	J. & D.	June'72 4
Northern New Jersey*..100	1,000,000	J. & J.	Jan. '72 4
Norwich & Worcester*.100	2,364,400	F. & A.	Jan. '72 5
Ogdensb. & L. Champl.*100	3,051,800	J. & J.	Jan. '71 3½
" " pref.100	2,000,000	A. & O.	Apl. '72 4
Ohio and Mississippi...100	19,995,847	— & —	.....
" " pref.100	4,024,474	J. & D.	June'72 3½
Oil Cr. & Allegheny R... 50	4,259,450	J.A. J.O.	Apl. '72 2½
Old Colony & Newport.100	4,959,020	J. & J.	Jan. '72 3
Oswego and Syracuse*.100	482,400	F. & A.	Feb. '72 4
Pacific of Missouri.....100	3,635,750	— & —	.....
Panama.....100	7,000,000	J.A. J.O.	Apl. '72 5
Paterson and Hudson*.100	630,000	J & J.	Jan. '72 5
Paterson and Newark*.100	500,000	J. & J.	.....
Paterson and Ramapo*.100	248,000	J. & J.	Jan. '72 4
Pember. & Hightstown*. 50	342,150	J. & J.	Jan. '71 3
Pennsylvania 50	39,500,000	M. & N.	May '72 5
Peoria & Bureau Val.*.100	1,200,000	F. & A.	Feb. '72 4
Philadelphia and Erie*. 50	6,004,300	J. & J.	.....
" " " pref. 50	2,400,000	J. & J.	Jan. '72 4
Phil., Ger. & Norristwn* 50	1,626,250	M.J.S.D.	Mar. '72 3
Philadelphia & Reading 50	30,401,600	J. & J.	Jan. '72 5
Phila. and Trenton*.....100	1,259,100	J.A. J.O.	Apl. '72 2½
Phila., Wil. & Balt..... 50	9,562,650	J. & J.	Jan. '72 4
Pittsb., Ft. W. & Chi.*...100	19,714,285	J.A. J.O.	Apl. '72 1½
" Special Imp.100	2,000,000	J.A. J.O.	Apr. '72 1½
Pittsfield & N. Adams..100	460,000	J. & J.	Jan. '72 3
Portland and Kennebec.100	616,700	J. & J.	Jan. '72 3
Yarmouth certificates.100	202,400	A. & O.	Apl. '72 3
Portl., Saco & Portsm...100	1,500,000	J. & J.	Jan. '72 5
Providence & Worces...100	2,000,000	J. & J.	Jan. '72 5
Raleigh and Gaston.....100	1,500,000	J. & J.	July '71 6
Rensselaer & Saratoga *100	6,000,000	A. & O.	Apl. '72 3½
Roch. & Genesse Val.*.110	557,500	— & —	.....
Rome, Watert. and Ogd.100	2,997,800	J. & J.	Jan '72 3
Rutland*.....100	2,700,000	— & —	.....
" preferred.....100	4,300,000	F. & A.	Feb.'72 3½s
St. Croix and Penobscot.100	100,000	J. & J.	July '71 2
St. L., Alt. & T. Haute.100	2,300,000	— & —	.....
" " " pref.100	2,040,000	May.	May '68 7
Saratoga and Schenec.*.100	300,000	A. & O.	Apl. '72 3½
Schuylkill Valley* 50	576,050	J. & J.	Jan. '72 5
Seaboard and Roanoke.100	1,151,400	M. & N.	Nov. '70 4
Shamokin V. & Pottsv.* 50	869,450	F. & A.	Aug. '71 3
Shore Line*.....100	995,800	J. & J.	Jan. '72 5½
South Branch (N. J.)*...100	438,300	J. & J.	Jan. '72 3
South Carolina 100	5,819,275	F. & A.	Feb '72 1
South Western, (Ga.) *.100	3,939,900	F. & A.	Feb. '72 4
Staten Island.....100	660,000	J. & J.	July '67 4
Stockbridge and Pitts.*.100	448,700	J. & J.	Jan. '72 3½
Stony Brook*.....100	267,800	M. & N.	May '72 3
Summit Branch*..... 50	250,000	F. & A.	Feb. '72 3
Sussex (N. J.).....100	317,850	J. & J.	Jan. '72 2½
Syr., Bingham. & N.Y.*100	1,670,139	— & —	.....
Taunton Branch 100	500,000	J. & J.	Jan. '72 4
Terre Haute & Indiana.100	1,988,150	J. & J.	Jan. '72 6
Tol., Peo. & War. 1st pref.100	1,700,000	— & —	Jn.'70 11-4s
Tol., Wab. & West. pref.100	1,000,000	M. & N.	May '70 3½
Troy and Greenbush*...100	274,400	J. & D.	Dec. '71 3½
Utica and Black River...100	1,666,000	J. & J.	Jan. '72 3
Vermont and Canada*...100	2,500,000	J. & D.	June '72 4
Vermont and Mass.....100	2,860,000	M. & N.	May '72 2

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Warren (N. J.).....100	$1,800,000	J. & D.	Dec.'71 3½
Warwick Valley.....100	225,000	A. & O.	Apl. '72 2½
West Jersey..... 100	1,209,000	F. & A.	Feb. '72 4
Winchester & Potomac*100	180,000	J. & J.	Jan.'72 3
Winchester & Strasburg*100	500,000	J. & J.	Jan. '72 3½
Worcester and Nashua. 75	1,400,555	J. & J.	Jan. '72 $5
HORSE-POWER R. R.			
Albany City.....100	110,300	— & —	..... 2½
Baltimore City.....100	800,000	J. & J.	Jan. '72 1
Bleecker st. & F Fy. (N Y)100	900,000	— & —	.....
Boston and Chelsea.....100	110,000	A. & O.	Apl '72 4
Broadway (Brooklyn)...100	200,000	J. A. J.O.	Apl. '72 3
Broadw. & 7th Av. (N Y)100	2,100,000	J. & D.	Jun.'70
Brooklyn City.....100	1,500,000	F.M.A.N	Nov.'71 3
Brooklyn City & Newt.100	600,000	J. & J.	July '703½
Brooklyn and Jamaica...100	488 100	— & —	.....
Bushwick (Brooklyn)...100	302,000	J. & J.	July '71 3½
Cambridge.....100	727,800	A. & O.	Apl. '72 4½
Cen. Park, N. & E. Riv.100	1,068,400	A. & O.	Oct. '67 2½
Citizens' (Phil.)..... 50	500,000	J. & J.	Jan. '72 7
Citizens' (Pbg.) 50	200,000	M. & N.	Nov. '71 7
Coney Island & Brooklyn 50	500,000	— & —	.....
D. Dock, E. B'dw. & Bat.100	1,200,000	F.M.A.N	Nov.'71 2
Eighth Avenue (N.Y.)...100	1,000,000	J.A. J.O.	Oct. '71 3
Elizabeth and Newark .100	200,000	— & —	 3
42nd St. & G. St. Ferry...100	748,000	M. & N.	Nov.'71 5
Frankf. & Southw. (Ph.) 50	491,750	J. & J.	Jan. '72 3
Germantown (Ph.)..... 50	1,000,000	J. & J.	Jan. '72 3
Girard College (Ph.)..... 50	500,000	J. & J.	July '71 3
Grand St. and Newton...100	170,000	J. & J.	July '71 2
Green & Coates St. (Ph.) 50	500,000	J. & J.	Jan '72 4
Heston, Mantau & Fairm. 50	2,050,000	J. & J.	Jan. '72 1½
Lomb. & South Sts. (Ph.) 25	105,000	A. & O.	Oct. '71 6
Lynn and Boston.....100	200 000	— & —	.....
Malden and Melrose.....100	200,000	— & —	.....
Metropolitan (Boston)...100	1,250,000	J. & J.	Jan. '72 5
Middlesex (Boston).....100	400,000	A. & O.	Apl. '72 3
Ninth Avenue (N. Y.)...100	797,320	— & —	.....
Orange and Newark.....100	282,555	— & —	.....
Philadelphia City..... 50	750,000	J. & J.	July '71 3
Philadelphia and Darby 20	200,000	J. & J.	July '71 2
Phila. and Grey's Ferry 50	284,775	J. & J.	Jan. '72 3
Pbg, Alleg. & Manchester 50	200,000	M. & N.	Nov. '69 8
Second Avenue (N.Y.)...100	888,100	J.A. J.O.	July '71 2½
Second & Third St. (Ph.) 50	962,100	J. & J.	Jan. '72 5
17th & 19th streets (Ph.) 50	500,000	J. & J.	July '71 2
Sixth Avenue (N. Y.)...100	750,000	M. & N.	May '71 5
Third Avenue (N. Y.)...100	1,170,000	F.M.A.N	Aug.'71 4
13th & 15th street (Ph.).. 50	1,000,000	J. & J.	July '71 2
Somerville (Boston) 100	75,000	M. & N.	May '72 3
South Boston 50	400,000	J.A. J.O.	Apl. '72 2½
Union (Boston) 100	200,000	M. & N.	Nov.'71 4
Union (Phila.) 50	400,000	J. & J.	Jan. '72 5
West Philadelphia..... 50	400,000	J. & J.	Jan. '72 7
CANALS.			
Chesapeake & Delaware 50	1,983,563	J. & D.	Dec. '71 3
Chesapeake and Ohio .. 25	8,229,594	— & —	.....
Delaware Division..... 50	1,633,350	F. & A.	Feb. '72 4
Delaware and Hudson...100	15,000,000	F. & A	Feb. '72 5
Delaware and Raritan*.100	5,847,400	J.A. J.O.	Apl. '72 2½
Erie of Pennsylvania.... 50	64,000	— & —	.....
Lehigh Coal & Navigat.. 50	8,739,800	M. & N.	May '67 3
Monongahela Navigat... 50	1,003,500	J. & J.	July '71 5
Morris (consolidated)...100	1,025,000	F. & A.	Feb. '72 2
" (preferred).....100	1 175,000	F. & A.	Feb. '72 5
Pennsylvania 50	4,337,950	— & —	.....
Schuyl. Nav. (common)* 50	1,908,207	F. & A.	Feb'72 25c
" " (pref.). 50	2,898,977	F. & A.	Feb'72 50c
Susq. and Tide Water... 50	2,002,746	— & —	.....
Union..... 50	2,907,850	— & —	.....
" preferred 50		— & —	.....
W. Branch and Susq.... 50	1,100,000	J. & J.	Jan. '65 –
MISCELLANEOUS.			
Adams Express.....100	10,000,000	M.J. S.D.	June'72 2
American Coal..... 25	1,500,000	M. & S.	Mar. '72 3
Am. Merch. Union Exp.100	18,000,000	J. & J.	Jan. '72 3
Ashburton Coal..... 50	2,500,000	J. & D.	Dec. '66 4
Atlantic Mail Steamship100	4,000,000	M.J. S.D.	Dec. '67 2½
Brunswick City.....100	1,000,000	— & —	.....
Butler Coal..... 25	500,000	J. & D.	Dec'69 85c
Canton.....16½	731,250	— & —	.....
Consolidation (Md.) Coal.100	10,250,000	J. & D.	Dec. '71 4
Cumberland Coal & Iron.100	500,000	— & —	Apl. '72 5
Maryland Coal.....100	4,400,000	J. & D.	Dec. '70 3
Mariposa Gold.....100	2,836,600	— & —	.....
" pref.....100	8,693,400	— & —	.....
" certif.....100	2,324,000	J. & J.	.....
Pacific Mail Steamship.100	20,000,000	M.J. S.D.	Sep. '69 3
Pacific and Atlantic Tel. 25	3,000,000	.....	..... 2½
Pennsylvania Coal 50	4,000,000	F.M.A.N	Feb. '72 5
Pullman Palace Car.....100	4,000,000	F.M.A.N	Feb.'71 5
Quicksilver, common ...100	5,700,000	— & —	.....
" preferred ...100	4,300,000	— & —	.....
Spring Mountain Coal... 50	1,250,000	J. & J.	Jan. '72 5
Spruce Hill Coal 10	1,000,000	— & —	.....
Union Trust.....100	1,000,000	J. & J.	Jan. '72 5
United States Express...100	6,000,000	F.M.A.N	Nov.'692½
United States Trust 100	1,500,000	J. & J.	July '71 5
Wells-Fargo & Co. Exp 100	5,000,000	J. & J.	Jan. '72 3
West. Union Telegraph.100	35,000,000	J. & J.	July'70 2
Wilkesbarre Coal.....100	3,400,000	M. & N.	Nov. 695
Wyoming Valley Coal .100	1,250,000	F. & A.	Aug. 66

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
National Securities May 1, 1872.					
Loan of June 14, 1858 .....registered	$6,045,000	5	Jan. & July.	1874	109½
.. ..coupon	13,955,000	5	" "	1874	110
Loan of February 8, 1861 .....registered	13,725,000	6	Jan. & July.	1880	116
.. ..coupon	4,680,000	6	" "	1880	118½
Oregon War Bonds of March 2, 1861...coupon	945,000	6	Jan. & July.	1881	109
Loan of July 1, and Aug. 3, 1861.....registered	125,174,100	6	Jan. & July	1881	116
.. ..coupon	64,147,100	6	" "	1881	118½
Loan of Feb. 25, 1862 (5-20s).....registered	35,158,200	6	May & Nov.	1882	113½
.. .. .. (5-20s).....coupon	243,933,450	6	" "	1882	113½
Loan of March 3, 1863.....registered	53,403,550	6	Jan. & July.	1881	116
.. ..coupon	21,596,450	6	" "	1881	118½
Loan of March 3, 1864 (5-20s).....registered	2,387,500	6	May & Nov.	1884	113½
Loan of June 30, 1864 (5-20s).....registered	35,211,650	6	May & Nov.	1884	113½
.. .. .. (5-20s).....coupon	39,755,850	6	" "	1884	113½
Loan of March 3, 1865 (5-20s).....registered	40,170,900	6	May & Nov.	1885	113½
.. .. .. (5-20s).....coupon	120,128,350	6	" "	1885	114½
.. .. 2d series (5-20s).....registered	63,660,350	6	Jan. & July.	1885	115½
.. .. .. (5-20s).....coupon	164,450,000	6	" "	1885	115½
.. .. 3d series (5-20s).....registered	92,438,050	6	Jan. & July.	1887	115½
.. .. .. (5-20s).....coupon	228,535,800	6	" "	1887	116½
.. .. 4th series (5-20s).....registered	13,214,500	6	Jan. & July.	1888	116½
.. .. .. (5-20s).....coupon	26,051,300	6	" "	1888	116½
Loan of March 3, 1864, (10-40s)....registered	138,357,750	5	Mar. & Sept.	1904	111
.. .. .. (10-40s).....coupon	56,209,550	5	" "	1904	111½
Consols of July 14, '70 & Jan. 20, '71.registered	121,936,350	5	F. M. A. & N.	1881	111½
.. .. coupon	78,063,650	5	" "	1881	112½
Consols .. .. .. registered	.....	4½	F. M. A. & N.	1886	....
.. .. coupon	.....	4½	" "	1886	....
Consols .. .. .. registered	.....	4	F. M. A. & N.	1901	....
.. .. coupon	.....	4	" "	1901	....
Dem. Cer. of Mar. 2, '67, and July 25, '68.(cur.)	13,845,000	3	.....	Dem.	....
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	3	.....	Irred.	....
Certificates of Indebtedness 1870.....(cur.)	678,000	4	.....	1875	....
Pacific R. R. Bonds.....(currency)	64,623,512	6	Jan. & July.	'95-'99	116½
U. S. Notes and Fractional Currency.....	400,770,521	nil.	.....	.....	....
State Securities, latest dates.					
Alabama—State Bonds (original).....	168,000	5	May & Nov.	1872	65
.. — .. .. (extended).....	2,414,800	5	" "	'83-'86	....
.. — .. .. (sterling).....	688,000	6	June 1.	1870	....
.. — .. .. (" extended)..	82,500	6	Jan. & July.	1886	....
.. — .. .. (" ")..	712,800	5	" "	1886	....
.. — .. .. (new).....	1,316,700	8	" "	'86-'88	99
Arkansas—State Bonds (refunded).....	3,000,000	6	Jan. & July.	1899	58
.. — .. (Aid R. R's).....	3,000,000	7	April & Oct.	1900	....
California—Civil Bonds of 1857.....	2,138,000	7	Jan. & July.	1877	112
.. — .. .. 1860.....	138,500	7	" "	1880	....
.. —Relief Fund Bonds of 1863.....	424,500	7	"	1883	....
.. —Bounty Fund Bonds of 1864.....	805,000	7	"	1884	....
.. —Central Pacific R. R. Loan of 1865	1,500,000	7	" "	1885	....
Connecticut—War Bonds, of 1861, (10-20s)..	5,927,000	6	Jan. & July.	'81-'82	100½
.. — .. of 1863, (20s)..		6	" "	1883	100½
.. — .. of 1864, (10-20s)..		6	April & Oct.	1884	101
.. — .. of 1865, (20s) free..		6	"	1885	....
.. — .. (various) registered	867,500	6	Various.	Var.	....
Florida—State Bonds 1868.....	300,000	6	Jan. & July.	1898	....
.. — 1869	200,000	6	" "	1889	....
.. —Railroad Loans $16,000 per mile.....	.....	6	.....	.....	....
Georgia—W. & Atl. R. R. 1841 to 1844.....	1,023,000	6	Various.	'71-'74	....
.. — " " " 1842 to 1848.....	273,000	7	Various.	'72-'74	80
.. —Atl. and Gulf R. R. 1858 to 1866.....	800,000	6	Feb. & Aug.	'78-'86	83½
.. —Bonds (Act March 12, 1865).....	3,700,000	7	Jan. & July.	1886	....
Illinois—Interest Bonds of 1847.....	980,696	6	" "	1877	100½
.. — " Stock of 1857.....	134,311	6	" "	1877	....
.. —Refunded Stock Bonds.....	348,000	6	" "	Var.	....
.. —Normal University Bonds.....	45,000	6	" "	1879	....
.. —Thornton Loan Bonds	103,000	6	Mar. & Sept.	1879	....
.. —War Loan Bonds	416,800	6	Jan. & July.	1879	....
Indiana—State Bonds.....	.....	5	" "	1866	....
.. —War Loan Bonds.....	204,000	6	May & Nov.	1888	....
Iowa—War and Defense Bonds of 1861.....	300,000	7	Jan. & July.	1881	....
Kansas—State Bonds	100,675	6	" "	'83-'84	....
.. —	1,059,500	7	" "	'76-'89	....
.. — .. military	176,000	7	" "	1889	....
Kentucky—State Bonds of 1841-'42.....	913,000	6	April & Oct.	'71-'72	99½
.. — .. .. of 1843	160,000	5	" "	1873	....
.. — .. .. military.....	309,300	6	Various.	1895	....
Louisiana—Charity Hospital.....	86,000	5	Mar. & Sept.	1872	....
.. —State Bonds, general	750,000	6	Jan. & July.	1893	60
.. —Railroad Bonds.....	561,000	5	Various.	'70-'79	....
.. —	2,052,000	6	Various.	'93-'06	69
.. —Levee Bonds 1865.....	1,000,000	8	Various.	1886	77
.. — .. .. 1867.....	4,000,000	6	May & Nov.	1907	67
.. — .. .. 1870.....	3,000,000	8	Mar. & Sept.	1875	77
.. —Funded coupons 1866	997,300	6	Jan. & July.	'86-'88	....
.. —Funded Floating Debt.....	3,000,000	6	May & Nov.	1910	81
.. —Ship Canal Bonds of 1869.....	474,000	7.3	Mar. & Sept.	1899	....
.. —Penitentiary Bonds of 1869.....	500,000	7	" "	1909	....
.. —N. La. & Tex. R. R. Bonds of 1869	546,000	8	April & Oct.	1909	92½
Maine—State Bonds	301,000	6	Various.	'75-'78	....
.. —War Loan of April 25, 1861	800,000	6	Various.	1871	....
.. — .. .. of Jan. 31, 1863.....(cur.)	525,000	6	Mar. & Sept.	1883	100
.. — .. .. of Mar. 26, 1863.....(cur.)	475,000	6	Feb. & Aug.	1883	....
.. — .. .. of May. 19, 1864.....(cur.)	2,832,500	6	June & Dec.	1889	....
.. —Municipal War Debts assumed..(cur.)	3,084,400	6	April & Oct.	1889	100½
Maryland—Balt. & Ohio R. R Loans, Stg.....	2,288,888	5	J. A. J. & O.	1890	....
.. — .. .. converted	448,500	5	" "	1880	....
.. —Ches. & Ohio Cur. Loans, Stg.....	1,855,335	5	" "	1890	....
.. — .. .. .. converted	1,687,345	5	" "	1890	....
.. — .. .. .. of 1834...	1,403,146	6	" "	1870	97
.. —Balt. & Susq. R. R. Loans.....	269,000	3	" "	1890	....
.. —	429,000	6	" "	1890	100
.. —Annapolis & Elkridge R.R. Loans	95,420	6	" "	1889	....
.. —Susq. and Tide-Water Canal Stg..	773,000	5	" "	1865	....
.. — .. .. .. converted	215,822	5	"	1865	....

* Indicates that no interest is paid.	Amounts outstanding.	Interest. Rate.	Interest. Payable.	When Payable.	Market Price.
Maryland—Eastern Shore R. R. Loan.....	20,131	5	J. A. J. & O.	1890	....
.. —Defense Loan Bonds.....	3,651,398	6	" "	1883	104½
.. —Southern Relief Bonds.....	100,000	6	" "	1873	....
Massachusetts—State Scrip	324,000	5	Jan. & July.	'71-'75	....
.. —	275,000	5	April & Oct	'73-'74	....
.. —	320,000	5	May & Nov.	'72-'80	98½
.. —	133,000	6	June & Dec.	'72-'77	107½
.. —Union Fund Loan of 1861	3,000,000	6	Jan. & July.	'71-'76	....
.. — .. .. of 1863	600,000	5	" "	'77-'78	....
.. —Coast Defense Loan.....	888,000	5	" "	1883	....
.. —Bounty Loan of 1863.....	200,000	5	" "	1883	98½
.. — .. of 1864.....	4,379,500	5	May & Nov.	1894	99½
.. — .. .. (stg.).....	4,000,744	5	" "	1894	....
.. —War Loan (cur. 5-20 yr.)	3,505,000	6	Mar. & Sept.	1886	100
.. —Western R. R. Loan, (stg.)...	761,816	5	April & Oct.	1871	....
.. —T. & G. R.R. & Hoosac T. stg.	3,506,580	5	" "	'88-'90	97½
.. —	966,500	5	" "	'91-'98	97½
.. —Southern Vermont R. R.....	200,000	5	" "	1890	....
.. —Eastern R. R.....	50,000	5	Jan. & July.	1871	....
.. —Norwich & Worcester	400,000	6	" "	1877	....
.. —Bos., Hartf. & Erie (stg.)	3,599,024	5	" "	1900	....
Michigan—Renewal Loan Bonds.....	160,000	6	" "	1878	....
.. —Two Million Loan Bonds	1,621,000	6	" "	'73-'83	....
.. —War and Bounty Loan Bonds.....	478,000	7	May & Nov.	1890	....
.. —Sault St. Marie Canal Bonds	86,000	6	Jan. & July.	1879	100
Minnesota—State Building Loan Bonds.....	250,000	7	Jan. & July.	'77-'79	..
.. —Sioux War Loan Bonds.....	100,000	7	May & Nov.	1872	....
.. —*Railroad Loans Bonds.....	2,275,000	7	.....	1883	....
Mississippi—*State Bonds (for banks).....	2,000,000	6	.....	'41-'71	....
Missouri—State Bonds proper.....	438,000	6	Jan. & July.	1883	....
.. —Interest Bonds of 1868.....	2,727,000	6	" "	1888	....
.. —Railroad Loans.....	13,112,000	6	" "	'74-'90	....
.. —South Pacific, guar.....	1,589,000	7	" "	1876	96½
.. —Hannibal and St. Joseph.....	3,000,000	6	" "	'73-'87	79
Nebraska—(No Debt).....	.....	...	.....	.....	93½
Nevada—State Loan Bonds.....	500,000	15	Jan. & July.	1872	.. .
New Hampshire—War Loan of July 1, 1861..	899,200	6	" "	'71-'78	...
.. — .. of Sept. 1, 1864..	600,000	6	Mar. & Sept.	'84-'89	100
.. — .. of Oct. 1, 1865..	1,000,000	6	April & Oct.	'71-'74	100
New Jersey—War Loan of 1861 (free).....	1,299,900	6	Jan. & July.	'71-'84	99
.. — .. of 1863 (free).....	1,002,900	6	" "	'86-'96	....
.. — .. of 1864.....	593,400	6	" "	'97-'02	104
New York—Bounty Fund Stocks.....	1,478,000	7	" "	1877	....
.. — .. Bonds.....	21,089,000	7	" "	1877	106½
.. —General Fund Stocks.....	1,910,082	6	J. A. J. & O.	pleas.	108½
.. —	800,000	6	" "	1878	....
.. —	348,000	5	" "	pleas.	101
.. —	900,000	5	" "	1875	....
.. —Canal Fund Stocks.....	2,257,900	6	J. A. J. & O.	1872	106½
.. —	5,150,100	6	" "	1873	108
.. —	2,099,000	6	" "	1874	106
.. —	473,000	6	" "	1875	105½
.. —	880,000	6	" "	1877	106
.. —	1,106,420	5	" "	1874	....
North Carolina—State Bonds for R. R. (old)..	4,738,800	6	Jan. & July.	71-'91	....
.. — .. .. (old)..	3,639,400	6	April & Oct.	'71-'91	36
.. —State Bonds for R. R. (new).	2,626,000	6	Jan. & July.	'92-'98	....
.. — .. .. (new).	1,739,000	6	April & Oct.	'92-'98	20
.. —Funding &c. Bonds of '66-'68	2,800,400	6	Jan. & July.	1899	....
.. —	1,821,400	6	April & Oct.	1899	25
.. —Special Tax Bonds.....	11,407,000	6	" "	1899	....
Ohio—State Loan (New York).....	1,284,317	6	Jan. & July.	1870	14½
.. — .. (")....	1,600,000	6	" "	1875	....
.. — .. (")....	4,095,309	6	" "	1881	101
.. — .. (")....	2,400,000	6	" "	1886	101½
.. —Union Loan (Columbus).....	366,975	6	May & Nov.	1871	103½
Oregon—Relief and Bounty Bonds.....	176,156	7	Jan. & July.	'74-'84	....
Pennsylvania—Redemption Loan of 1867.....	92,850	5	Feb. & Aug.	1872	95
.. —	4,731,300	6	" "	1872	97
.. —	90,400	5	" "	1877	102
.. —	7,890,550	6	" "	1877	96
.. —	726,950	5	" "	1882	105½
.. —	9,237,050	6	" "	1882	96
.. —Inclined Plane Loan.....	400,000	6	April & Oct.	1879	107
.. —Military Loan.....	2,769,250	6	Feb. & Aug.	1871	107
.. —State Stocks (old).....	384,000	5	Jan. & July.	1862	101½
.. — .. (old).....	3,377,000	5	Feb. & Aug.	'77-'78	....
.. — .. (old).....	112,000	4½	Jan. & July.	1882	104
Rhode Island—War Bonds of 1862.....	1,100,000	6	Mar. & Sept.	1882	....
.. — .. of 1863.....	736,000	6	Jan. & July.	1893	100½
.. — .. of 1863.....	239,000	6	April & Oct.	1883	100
.. — .. of 1864.....	841,000	6	Feb. & Aug.	1894	....
South Carolina—Fire Loan of Stock 1838.....	303,343	6	Jan. & July.	1870	....
.. — .. bonds (stg.).....	484,445	5	" "	1868	....
.. —Blue Ridge R. R. bonds of '54	970,000	6	" "	'74-'78	52
.. —State Capitol bonds.....	1,997,738	6	" "	'71-'90	....
.. —Funded Debt of 1866 & coup.	1,431,700	6	" "	'87-'97	....
.. —Conversion Bonds of 1869....	1,265,800	6	J. A. J. & O.	1888	36
.. —Funding & Special Bonds '68	1,692,150	6	" "	1888	....
Tennessee—*State Bonds proper	1,398,640	5	April & Oct.	Var.	....
.. —*	239,166	5½	" "	"	....
.. —*	1,706,000	6	" "	"	....
.. —*Railroad Loans	24,008,500	6	Jan. & July.	long.	....
.. —*Railroad Endorsements	2,172,000	6	" "	"	73½
.. —*Funding Bonds	4,069,503	6	" "	"	...
Texas—No legal debt.....	.....	...	.....	.....	73
Vermont—War Loan Bonds	1,025,000	6	June & Dec.	'71-'78	....
.. — .. Certificates	201,000	6	" "	'71-'78	100
Virginia—State Stock .....registered	21,617,578	6	Jan. & July.	long.	....
.. — .. Bonds .....coupon	11,108,000	6	" "	"	56
.. — .. .. stg.....	1,865,000	5	" "	"	....
.. —Funding Stock of 1866....registered	1,872,968	6	" "	"	....
.. — .. Bonds of 1866.....coupon	1,473,000	6	" "	"	56½
.. — .. .. (sterling).....	466,250	5	" "	"	....
West Virginia—Probably a third of the Debt of Virginia.					
Wisconsin—War Loan Bonds.....	104,800	6	Jan. & July	77-'82	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Adirondack:						
1st Mortgage	$930,000	7	Jan. & July.	New York.	1886	....
Alabama and Chattanooga:						
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889	....
2d Mortgage	9,000pm	8	" "	" "	1889	....
Alabama and Georgia:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....
Albany and Susq. (D. & H. Canal:)						
1st Mortgage, 1863	1,000,000	7	Jan. & July.	New York.	1888	105½
2d Mortgage, 1866	2,000,000	7	April & Oct.	" "	1885	98
3d Mortgage, 1869	175,000	7	May & Nov.	" "	1881	....
Albany City Loan, 1865	1,000,000	6	" "	" "	1895	....
Allegheny Valley:						
1st General Mortgage, 1866	4,000,000	7.3	Jan. & July.	New York.	1896	95½
1st Mortgage, Eastern Extension	48,000	7	.....	.....	....	....
Special Bonds to State of Penn.	3,500,000	5	.....	.....	....	....
American Central (C. B. & Q.):						
1st Mortgage, traffic guar. 1868	800,000	8	Jan. & July.	New York.	1878	....
Androscoggin:						
1st Mortgage (Bath Loan)	425,000	6*	April & Oct.	Portland.	1890	....
Andros. & Kennebec (Maine C.):						
1st Mortgage 1860 and 1861	1,100,000	6*	Feb. & Aug.	Boston.	'90-'91	86
Atchison, Topeka and Santa Fe:						
1st Mortgage tax free.....gold	15,000pm	7*	Jan. & July.	New York.	1900	81½
Atlanta and Richmond Air Line:						
1st Mortgage tax free, 1870..gold	16,000pm	8*	Jan. & July.	New York.	1900	....
Atlantic and Great Western:						
1st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Various.	Lond. & N. Y.	'76-'84	....
2d Mortgage (N. Y. Penn. & Ohio)	3,908,000	7*	"	" "	'81-'83	....
Consolidated Mortgage	17,579,500	7*	April & Oct.	London.	1895	....
Atlantic and Gulf:						
1st Mortgage (consol.) tax free	2,000,000	7	Jan. & July.	New York.	1887	....
Atlantic, Mississippi and Ohio:						
1st Mortgage on whole line	15,000pm	7	.....	New York.	1901	....
Atlantic and North Carolina:						
1st Mortgage	200,000	8	Jan. &. July.	New York.	1873	....
Atlantic and Pacific:						
Land Mort. (500,000 acres)..gold	3,000,000	6*	Jan. & July.	New York.	1888	....
1st Mortgage (So. Pacific)...gold	7,250,000	6*	" "	" "	1888	....
Atlantic and St. Lawrence:						
Portland City Loan (skg fund)	825,000	6	Various.	B. & N. Y.	1871	....
2d Mortgage	404,200	6	April & Oct.	Port. & Bost.	1871	....
2d Mortgage, sterling	885,500	6*	" "	London.	1884	....
Sterling Loan of 1864 (5-20s)	484,000	6*	May & Nov.	"	1878	....
Bald Eagle Valley (Penn. R.R.):						
1st Mortgage	371,200	6	Jan. & July.	Philadelphia.	1881	....
2d Mortgage	100,000	7	" "	"	1884	....
Baltimore and Ohio:						
Loan of 1855, sinking fund	863,250	6	Jan. & July.	Baltimore.	1875	96½
Loan of 1850	579,500	6	" "	"	1880	97
Loan of 1853	1,710,500	6	April & Oct.	"	1885	95
Loan of 1870.....sterling	3,872,000	6*	March & Sept.	London.	1895	....
Loan of 1853 (Baltimore) skg fd.	6,000,000	6*	Jan. & July.	Baltimore.	1890	....
Baltimore and Potomac:						
1st Mort. of '69 for $3,000,000 g'd	.....	6*	Jan. & July.	New York.	1899	....
Bangor and Piscataquis:						
1st Mortgage (Bangor) loan	580,000	6	April & Oct.	Bangor.	1890	....
Barclay Coal:						
1st Mortgage	107,000	7	March & Sept.	Philadelphia.	1882	....
Bay City and East Saginaw:						
1st Mort. guar. by F. & P. Mrq. Co.	100,000	10	Jan. & July.	Detroit.	1886	....
Bay de Noquet and Marquette:						
1st Mortgage Income	250,000	8	April & Oct.	Boston.	1875	....
Belfast and Moosehead Lake:						
1st Mort. guar. by M. C. Co. gold.	150,000	6*	May & Nov.	Portland.	1890	....
Bellefontaine & Ind. (C. C. C. & Ind.):						
1st Mortgage	637,000	7	Jan. & July.	New York.	'70-'90	....
Bellefonte and Snow Shoe:						
1st Mortgage	99,000	6	Jan. & July.	Philadelphia.	1883	....
Beloit and Madison (C. & N.W.):						
1st Mortgage guaranteed	354,000	7	Jan. & July.	New York.	1888	....
Belvidere Delaware:						
1st Mortgage { guaranteed by	1,000,000	6	June & Dec.	New York.	1877	....
2d Mortgage { Camden and	499,500	6	March & Sept.	Princeton.	1885	82½
3d Mortgage { Amboy.	745,000	6	Feb. & Aug.	"	1887	82½
Blue Ridge, (S. Car.):						
1st Mortgage guar. by State. gold	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Boston, Clinton and Fitchburg:						
1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	80
Equalization or consol. bonds	248,000	6	" "	"	....	....
2d Mortgage of 1869-'70	152,500	7	" "	"	'89-'90	90½
Boston, Concord and Montreal:						
1st Mort. (Conc. to War. 71 m.)	13,000	7	Feb. & Aug.	New York.	1865	....
2d Mort. conv. (1st M. on 22½ m.)	150,000	6	Jan. & July.	Boston.	1870	....
2d Mort. conv. (1st M. on 22½ m.)	200,000	7	" "	New York.	1870	....
Sinking Fund Mortgage	507,000	6	" "	Boston.	1889	90
Boston, Hartford and Erie:						
1st Mortgage (old)	280,000	7	March & Sept.	Boston.	1884	....
1st Mortgage (new) for $20,000,000	17,000,000	7	Jan. & July.	"	1899	46½
1st Mortgage (new) guar. by Erie	3,000,000	7	" "	New York.	1899	52½
Mass. Loan (secured by 1st m.b.)	3,000,000	7	" "	"	1899	....
Boston and Lowell:						
Convertible bonds	55,000	6	Jan. & July.	Boston.	1873	....
Scrip certificates	380,000	3	January.	"	1873	....
Wharf purchase bonds	200,000	6	April & Oct.	"	1879	98
Brunswick and Albany:						
1st Mort. endorsed by Ga...gold	3,630,000	6*	April & Oct.	New York.	1908	....
2d Mort. sinking fund.....gold	2,350,000	7*	" "	" "	1893	....
Buffalo, Bradford and Pittsburg:						
1st Mortgage guar. by Erie	580,000	7	Jan. & July.	New York.	1896	....
Buffalo and Erie (L. Sh. & M. So):						
Bonds of Buff. and State Line	100,000	7	May & Nov.	New York.	1873	....
Bonds of Buff. and State Line	200,000	7	Jan. & July.	" "	1882	....
Bonds of Erie and Northeast	800,000	7	March & Sept.	" "	1886	....
Consol. bonds of April 1, 1868	3,000,000	7	April & Oct.	" "	1896	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Buffalo, Corry and Pittsburg:						
1st Mortgage (B., C. & P. of Pa.)	$100,000	7	Jan. & July.	New York.	1886	....
1st Mort. (Buff. & O.C. Cross-cut)	600,000	7	" "	" "	1886	....
Buffalo, New York and Erie:						
1st Mortgage	2,000,000	7	June & Dec.	New York	1877	96½
2d Mortgage	380,000	7	May & Nov.	" "	1872	....
Burlington, Cedar Rapids & Minn.						
1st Mortgage conv. & skg f'd. gold	20,000pm	7*	May & Nov.	New York.	1919	88½
Burlington and Missouri River.						
Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875	102
Stock Bonds " "	1,999,380	8	" "	"	1878	....
Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	"	1879	100
Stock Bonds " "	1,246,800	8	Jan. & July.	"	1889	....
1st Mort. (Branch) bonds	900,000	8	" "	"	1894	111
1st Mortgage land grant inconv.	5,060,020	7	April & Oct.	New York.	1893	94½
Burlington & Mo. Riv. in Neb.:						
1st Mort. for $5,000,000, conv.	3,360,000	8	Jan. & July.	Boston.	1894	102
California Pacific:						
1st Mortgage, sinking fund	2,250,000	7*	Jan. & July.	New York.	1889	106
Camden and Amboy:						
Sterling Bonds, £288,604 @ 4.84	1,396,824	6*	April & Oct.	London.	1880	....
Dollar Loan of 1875	675,000	6	" "	New York.	1875	98
Dollar Loan of 1883	1,700,000	6	Feb. & Aug.	" "	1883	92½
Dollar Loan of 1889	866,000	6	March & Sept.	" "	1889	92
Consolidated Loan	4,929,200	6	June & Dec.	" "	1889	94½
Sterling (United Co's) Loan	1,846,000	6	March & Sept.	London.	1894	...
Dollar (United Co's) Loan	154,000	6	" "	New York.	1894	....
Camden and Atlantic:						
1st Mortgage of 1853	490,000	7	Jan. & July.	Philadelphia.	1873	95
2d Mortgage of 1854	500,000	7	April & Oct.	"	1879	60
Camden and Burlington County:						
1st Mortgage of 1865	308,000	6	Feb. & Aug.	Philadelphia.	1897	85
Carthage & Burlington (C.B & Q.):						
1st Mortgage guar. and free tax	600,000	8	May & Nov.	New York.	1879	96½
Catawissa:						
1st Mortgage	232,000	7	Feb. & Aug.	Philadelphia.	1882	99
Cedar Falls and Minnesota (Ill. C.:)						
1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884	86
1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	" "	1907	81
Cedar Rapids & Mo. Riv. (C&NW):						
1st Mortgage Land Grant	3,617,000	7	April & Oct.	New York.	'91-'16	89
Central Branch Union Pacific:						
1st Mort. (Atch. & Pike's P.) gold	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage Governm't subsidy.	1,600,000	6	Jan. & July.	" "	1895	....
Central of Georgia:						
1st Mortgage	789,000	7	March & Sept.	Savannah.	1875	....
Central of Iowa:						
1st Mort. conv. & tax free..gold	16,000pm	7*	Jan. & July.	New York.	1899	92½
Central of New Jersey:						
2d Mortgage	254,000	7	May & Nov.	New York.	1875	101
New Loan for $5,000,000	2,837,000	7	Feb. & Aug.	" "	1890	104½
Central Ohio (B. & O.:)						
1st Mortgage guaranteed	2,500,000	6	March & Sept.	Baltimore.	1890	87
Central Pacific of California:						
1st *Mortgage*.....gold	26,010,000	6*	Jan. & July.	New York.	'95-'99	103½
Subordinate Loan (Int. by State)	1,500,000	7*	" "	" "	1885	....
Convertible bonds	1,500,000	7*	" "	" "	1883	100½
Income bonds	10,000,000	...	.....	" "	.....	....
Charleston and Savannah:						
1st Mortgage guar. by S. Car.	505,000	6	May & Nov.	Charleston.	1870	....
Charlotte, Columbia & Augusta:						
1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880	....
1st Mort. (Col. & Aug. 85 m.)	371,500	7	" "	" "	1890	....
1st Mortgage (consol. 195 m.)	786,000	7	" "	" "	1895	....
Cheraw and Darlington.						
1st Mortgage	150,000	7	April & Oct.	Charleston.	1870	....
2d Mortgage	75,000	7	Jan. & July.	"	1879	....
Cherry Valley, Sharon & Albany:						
1st Mortgage convertible	300,000	7	June & Dec.	New York.	1890	....
Chesapeake and Ohio:						
Consol. sinkg fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1900	94
1st Mort. (Va. Cen. RR. 205 m.) gr.	100,000	6	Jan. & July.	" "	1880	....
2d Mort. (" ")	186,500	6	" "	" "	1872	....
3d Mort. (" ")	901,000	6	" "	" "	1884	....
Income	300,000	8	" "	" "	1876	....
Cheshire:						
Plain bonds	771,000	6	Jan. & July.	Boston.	'75-'80	94½
Chester Creek:						
1st Mortgage	185,000	6	Jan. & July.	Philadelphia.	1903	....
Chester & Chicago Br. Junction:						
1st Mortgage sinking fund	1,000,000	10	May & Nov.	St. Louis.	1877	....
Chester and Tamaroa:						
1st Mortgage	660,000	7*	May & Nov.	New York.	1901	....
Chester Valley:						
1st Mortgage	500,000	7	May & Nov.	Philadelphia.	1877	....
Chicago and Alton:						
1st Mortgage, pref. sinking fund.	308,000	7	May & Nov.	New York.	1877	101½
1st Mortgage	2,400,000	7	Jan. & July.	" "	1893	105
2d Mortgage Income	1,100,000	7	April & Oct.	" "	1883	96½
Chicago, Burlington and Quincy:						
Trust Mortgage skg fund	2,825,000	8	Jan. & July.	New York.	1883	113
Trust Mortgage, skg fund conv.	150,000	8	" "	" "	1883	....
Trust Mortgage	400,000	7	April & Oct.	" "	1890	100½
2d *Mort.* (4 p.c. after Jul. '75) gold	941,000	4½	July.	Frankfort.	1890	....
American Cen. R.R. (57 m) guar.	738,002	8	Jan. & July.	New York.	1878	....
Carthage & Burl. R.R. (30 m) guar.	600,000	8	May & Nov.	" "	1879	96½
Dix. Peo. & Han. R.R. (45½ m) guar	800,000	8	Jan. & July.	" "	1889	99½
Illinois Gr. Trunk RR (44 m) guar	960,000	8	April & Oct.	" "	1890	97
Keokuk & St. Paul (42½ m.) guar.	1,000,000	8	" "	Boston.	1879	95
Ott., Osw. & Fox Rv. Vl. RR. (70 m)	1,260,000	8	Jan. & July.	New York.	1900	96½
Peoria & Hannib. RR (31½ m) guar	600,000	8	" "	" "	1878	....
Quincy & War. R.R. (40 m) guar.	800,000	8	" "	" "	1890	99
Chicago and Great Eastern:						
Construction Bonds	400,000	7	April & Oct.	New York.	1885	85½
Income Bonds	300,000	7	Jan. & July.	" "	1885	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Chicago, Cincinnati and Louisv.:						
1st Mortgage	$1,000,000	7	Jan. & July.	New York.	1887	....
Chicago, Danville and Vincennes:						
1st Mortgage S. F. .....gold	2,500,000	7*	April & Oct.	New York.	1909	90
Chicago, Dubuque & Minnesota:						
1st Mortgage guaranteed	25,000pm	7	April & Oct.	New York.	1901	91½
Chicago and Illinois Southern:						
1st Mortgage, 162 miles	3,078,000	8	March & Sept.	New York.	1900	....
Chicago, Iowa and Nebraska:						
2d (now 1st) Mortgage guar.	591,700	7	Jan. & July.	New York.	1880	95
3d (now 2d) mortgage	218,000	7	Feb. & Aug.	" "	1892	....
Chicago & Milwaukee (C.& N.W.):						
1st Mortgage on 45 miles guar.	397,000	7	May & Nov.	New York.	1874	..
1st Mortgage (consol.) 85 m. guar.	1,129,000	7	Jan. & July.	" "	1898	96
Chicago and Northwestern:						
Pref. sinking fund b'ds (193 m.).	1,245,500	7	Feb. & Aug.	New York.	1885	98
Interest (f'ded coup.)b'ds(193m.)	755,000	7	May & Nov.	" "	1883	96½
1st Mortgage General (193 m.)	3,588,000	7	Feb. & Aug.	" "	1885	101
1st Mortgage, Appleton Ext.	184,000	7	" "	" "	1885	....
1st Mortgage, Green Bay Ext.	300 000	7	" "	" "	1885	....
Equipment Mortgage	101,000	7	April & Oct.	" "	1874	94
1st Mort. (Gal. & Chic. U. R. R.)	1,785,000	7	Feb. & Aug.	" "	1882	104½
2d Mort. (Gal. & Chic. U. R. R.)	948,000	7	May & Nov.	" "	1875	100½
Miss. Riv. Bridge (" ")	200,000	7	Jan. & July.	" "	1884	....
1st Mort. (Elgin and State Line).	135,000	7	" "	" "	1878	....
1st Mortgage (Peninsula)	767,000	7	March & Sept.	" "	1898	....
Consol. skg fund Mort. (800 m.).	2,550,000	7	May & Nov.	" "	1915	96
Equipment Mortgage	275,000	10	" "	" "	1871	....
1st Mort. (Chic. & Mil.R.R) 45m.	397,000	7	May & Nov.	" "	1874	....
2d Mort. (Mil. & Chi.R. R.) 40m.	182,000	7	March & Sept.	" "	1874	....
3d Mort. (" ") 40m.	10.500	7	June & Dec.	" "	1898	....
1st Mort. (Chi.& Mil.R W.) 85m	1,136,000	7	Jan. & July.	" "	1898	96½
1st Mort. (Bel.& Mad.R.R.) 46m.	333,000	7	" "	" "	1888	....
1st Mort.(Mad.Exten.)126 m.g'ld	3,150,000	7*	April & Oct.	" "	1911	....
1st Mort.(Men.Exten.)120 m. g'ld	2,700,000	7*	Jan. & July.	" "	1911	....
Chicago & Mich. Lake Shore:						
1st Mortgage	4,000,000	8	March & Sept.	New York.	1889	84¾
Chicago, Pekin & Southwestern:						
1st Mortgage .....gold	15,000pm	7*	Jan. & July.	New York.	1891	....
Chicago, Rock Island and Pacific:						
1st Mortgage (consol.)	9,000,000	7	Jan. & July.	New York.	1896	104½
Chi. & Southwes'n(C.,R.I.&Pac.):						
1st Mort. guar. and tax free. gold	5,000,000	7*	May & Nov.	New York.	1889	....
Chillicothe & Brunswick (N.Mo.:						
1st Mortgage guaranteed	500,000	8	Jan. & July.	New York.	1894	82
Cincinnati, & Balt. (Mar.& Cin.):						
1st Mortgage guaranteed	500,000	7	April & Oct.	Baltimore.	18—	....
Cincinnati, Hamilton and Dayton:						
1st Mort. of 1853 extended	1,250,000	7	May & Nov.	New York.	1880	....
2d Mortgage of 1865	500,000	7	Jan. & July.	" "	1885	....
3d Mortgage of 1867, skg fund	282,000	8	June & Dec.	" "	1877	....
Cinc. and Indiana (C. Laf.& Chi.):						
1st Mortgage guaranteed	500,000	7	June & Dec.	New York.	1892	....
2d Mortgage guaranteed	1,500,000	7	Jan. & July.	" "	'77-'87	....
Cincinnati and Indianapolis Junc.:						
1st Mortgage	1,200,000	7	Jan & July.	New York.	1888	....
2d Mortgage	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)	250,000	7	June & Dec.	" "	1884	....
Cincinnati, Lafayette and Chi.:						
1st Mortgage .....gold	20,000pm	7*	March & Sept.	New York.	1901	....
Cin. and Martinsville (C. & Laf.):						
1st Mortgage guaranteed	400,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Richmond & Chicago:						
1st Mortgage	560,000	7	Jan. & July.	New York.	1895	....
Cincinnati, Sandusky and Clev.:						
1st Mortgage of 1867	1,051,861	7	June & Dec.	New York.	1890	84
1st Mort. (San., Day. and Cin.).	988,000	6	Feb. & Aug.	Boston.	1900	79
1st Mort. (San. City and Ind.).	350,000	7	March & Sept.	"	1877	91¾
Cincinnati and Zanesville:						
1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	....
Clev., Col. and Cinc. (C. C.C.&I.):						
1st Mortgage $25,000 a year	365,000	7	June & Dec.	New York.	'71-'84	....
Clev., Col., Cin. & Indianapolis:						
1st Mortgage sinking fund	2,004,000	7	May & Nov.	New York.	1899	100
1st Mort. (C., C. and C. R. R.).	365,000	7	June & Dec.	" "	'71-'84	....
1st Mort. (Bell. and Ind. R.R.).	646,000	7	Jan. & July.	" "	'70-'95	....
Cleveland and Mahoning:						
1st Mortgage	810,500	7	Feb. & Aug.	New York.	1873	....
3d Mortgage sinking fund	654,500	8	March & Sept.	" "	1876	....
1st Mort. (Hubbard Br.) skg f'd,	117,500	7	Jan. & July.	" "	1881	....
Clev., Mt. Vernon and Delaware:						
1st Mort. for $1,500,000 .....gold	143,000	7*	Jan. & July.	New York.	1900	....
Clev., Painesv. & Ash. (L. Shore):						
1st Mortgage Sunbury and Erie.	500,000	7	Jan. & July.	New York.	1874	
2d Mortgage (registered)	1,000,000	7	" "	" "	1880	....
3d Mortgage	1,000,000	7	April & Oct.	" "	1892	96
Cleveland and Pittsburg:						
2d Mortgage	790,500	7	March & Sept.	New York.	1873	99½
3d Mortgage	1,358,000	7	May & Nov.	" "	1875	96
4th Mortgage	1,104,844	6	Jan. & July.	" "	1892	87½
Consol. skg f'd Mort. $5,000,000.	528,000	7	May & Nov.	" "	1900	96
Cleveland & Toledo (L.S.& M.So.):						
1st Mortgage Sinking Fund	2,104,000	7	Jan. & July.	New York.	1885	103
2d Mortgage of 1866	864,000	7	April & Oct.	" "	1886	....
1st Mort. (Junc. R. R.)	115,000	7	June & Dec.	" "	1872	....
Colebrookdale:						
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	80
Columbia and Augusta(C.C.&A.):						
1st Mortgage on 85 miles	371,500	7	Jan. & July.	New York.	1890	....
Columbus, Chicago & Ind. Cent.:						
1st Mortgage Consol. skg fund.	15,000,000	7	April & Oct.	New York.	1908	90
2d Mortgage Consol. skg fund.	5,000,000	7	Jan & July.	" "	1909	78
Columbus & Ind.Cen.(C.C.&I.C.):						
2d Mortgage	821,000	7	Jan. & July.	New York.	1886	....
Income Bonds	1,243,000	7	May & Nov.		1881	....
Columbus and Hocking Valley:						
1st Mortgage skg fund	$1,498,000	7	April & Oct.	New York.	1897	....
2d Mortgage	118,000	7	Jan. & July.	" "	1880	....
Columbus, Springfield and Cin.:						
1st Mortgage for $1,000,000	.....	7	.....	New York.	18—	....
Columbus and Xenia:						
1st Mortgage	302,000	6	March & Sept.	New York.	1890	....
Concord and Claremont:						
1st and 2d Mortgage	374,000	6	.....	Boston.	Due.	....
Connecticut and Passumpsic Riv.:						
1st Mortgage skg fund, 1856	455,800	6	June & Dec.	Boston.	1876	94½
Notes payable, coupon tax free.	559,429	7	" "	"	1876	99½
Connecticut River:						
1st Mortgage skg fund	250,000	6	March & Sept.	Boston.	1878	....
Connecticut Western:						
1st Mortgage	81,500	7	.....	Hartford.	18—	....
Connecting (Philadelphia):						
1st Mortgage	1,000,000	6	March & Sept.	Philadelphia.	1890	88
Contoocook River:						
1st Mortgage	30,000	6	.....	Boston.	18—	....
Cooperstown and Susq. Valley:						
1st Mortgage	100,000	7	Jan. & July.	New York.	1889	....
Coun. Bluffs & St.J.(K.St.J.&C.B.)						
1st Mortgage	560,000	7	Jan. & July.	New York	1890	....
2d Mortgage	150,000	10	" "	" "	1872	....
Covington and Lex. (Ky.Cen.):						
1st Mortgage March 1852	120,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863	844,000	7	" "	" "	1883	....
3d Mortgage June 1865	237,000	7	June & Dec.	" "	1885	....
Cumberland Coal and Iron:						
1st Mortgage of March 1866	803,500	6	March & Sept.	New York.	1891	....
2d Mortgage of May 1, 1868	770,000	6	May & Nov.	" "	1888	....
1st Mort. (George's Cr.)assumed	98,600	6	June & Dec.	" "	1881	....
Cumberland Valley:						
1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	....
2d Mortgage	109,500	8	" "	"	1908	....
Plain bonds	81,800	8	Jan. & July.	"	1884	....
Danbury and Norwalk.						
1st Mortgage of 1869	100,000	7	Jan. & July.	New York	1880	....
1st Mortgage of 1869	200,000	7	" "	" "	1890	....
Danv.,Hazleton & Wilkesbarre:						
1st Mortgage tax free 1868	1,400,000	7	April & Oct.	Philadelphia.	1888	86
Davenport and St. Paul:						
1st Mortgage of June 1, 1870	20,000pm	7	June & Dec.	New York.	1890	....
Dayton and Michigan:						
1st Mortgage sinking fund	2,776,000	7	Jan. & July.	New York.	1884	....
2d Mortgage	642,000	7	March & Sept.	" "	1879	....
3d Mortgage	700,000	7	April & Oct.	" "	1888	...
Toledo Depot bonds	169,500	7	March & Sept.	" "	1871	....
Dayton and Union:						
1st Mortgage, registered	149,000	7	March & Sept.	New York.	1879	....
2d Mortgage	135,000	7	June & Dec.	" "	1879	....
Income Bonds	252,445	6	" "	" "	1879	....
Dayton and Western:						
1st Mortgage	275,000	7	Jan. & July.	New York.	1905	....
1st Mortgage	433,000	6	" "	" "	1905	....
Decat'r & E.St.Louis(T.W.& W.):						
1st Mortgage	2,700,000	7	Jan. & July.	New York.	1890	...
Decatur, Sullivan and Mattoon:						
1st Mortgage	500,000	8	March & Sept.	New York.	1901	..
Delaware:						
1st Mortgage	500,000	6	Jan. & July.	Philadelphia.	1875	...
Delaware State Loan	170,000	6	" "	"	1876	....
Guaranteed Bonds	100,000	6	" "	"	1875	....
Exten. (Seaf. to Delmar) bonds.	100,000	6	" "	"	1880	....
Delaware, Lackawan. & Western:						
1st Mort. (Lack. & Western)	564,000	7	Jan. & July.	New York.	1871	....
1st Mort. (Eastern Ext.)	1,111,000	7	April & Oct.	" "	1875	101
2d Mort. (General)	1,633,000	7	March & Sept.	" "	1881	98
Denver Pacific:						
1st Mortgage (Land grant)..gold	2,500,000	7*	May & Nov.	New York.	1897	....
Des Moines Valley:						
1st Mortgage (on 154 miles)	2,310,000	8	April & Oct.	New York.	1877	....
1st Mortgage Land grant	4,690,000	8	" "	" "	1898	....
Income Bonds	462,000	7	Jan. & July.	" "	1884	....
Detroit, Hillsdale and Indiana:						
1st Mort. (16,000 p. m.) .....guar.	1,080,000	8	June & Dec.	New York.	1890	86½
Detroit,Lansing & L. Michigan:						
1st Mortgage	3,000,000	8	May & Nov.	New York.	1890	....
1st Mortgage Ionia and Lansing.	770,000	8	Jan. & July.	" "	1879	....
2d Mortgage Ionia and Lansing.	300,000	8	May & Nov.	" "	1880	....
Detroit and Milwaukee:						
1st Mortgage, convertible	2,500,000	7	May & Nov.	New York.	1875	....
2d Mortgage	1,000,000	8	" "	" "	1875	....
1st Mortgage Funded Coupons.	628,525	7	Jan. & July.	" "	1875	....
2d Mortgage Funded Coupons.	377,115	7	May & Nov.	" "	1875	....
Bonds of June 30, 1843, (cond).	1,916,639	6	" "	NY.&Detroit.	1886	....
Bonds of Sept. 6, 1866	300,000	6	March & Sept.	New York.	1886	....
Sterling (Oaxl. & Ottawa R. R.).	150,867	6*	May & Nov.	NY&London.	1873	....
Dollar (" " ").	51,000	7	" "	New York.	1873	....
Detroit, Mon. & Tol. (M.S & N.I.)						
1st Mortgage Aug. 1, 1856	924,000	7	Feb. & Aug.	New York.	1876	98½
Detroit and Pontiac (Detr. & Mil.):						
1st Mortgage	150,000	7	April & Oct.	New York.	1878	....
1st Mortgage	100,000	7	Jan. & July.	" "	1878	....
2d Mortgage	250,000	8	Feb. & Aug.	" "	1886	....
Dixon, Peoria & Han.(C.B.& Q.):						
1st Mortgage, traffic guarantee.	800,000	8	Jan. & July.	New York.	1890	97
Dubuque, Bellevue and Miss.:						
1st Mortgage	1,000,000	8	April & Oct.	New York.	1890	....
Dubuque Southwestern:						
1st Mortgage, preferred	100,000	7	Jan. & July.	New York.	1863	....
1st Mortgage	450,000	7	April & Oct.	" "	1863	....
Dunkirk, Warren and Pittsburg:						
1st Mortgage tax free .....gold	1,000,000	7	June & Dec.	New York.	1900	....

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Dubuque and Sioux City:						
1st Mortgage (1st Division).....	$300,000	7	Jan. & July.	New York.	1883	93
1st Mortgage (construction).....	600,000	7	" "	" "	1894	....
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	" "	1888	....
Dutchess and Columbia:						
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	....
East Brandywine & Waynesburg.						
1st Mortgage.....	140,000	7	Jan. & July.	Philadelphia.	1885	....
2d Mortgage.....	35,000	8	" "	"	1873	....
East Pennsylvania (Ph. & Rdg.):						
1st Mortgage, guar. Skg Fund..	495,000	7	March & Sept.	Philadelphia.	1888	95
East Tenn. & Georgia(E.T.V.&G.:						
1st Mortgage.....	640,000	6	Jan. & July.	New York.	1880	94
Interest bonds (funded coupons)	136,400	7	" "	" "	1876	....
East Tennessee, Virginia & Ga.:						
1st Mortgage, consol. skg fund..	3,500,000	7	Jan. & July.	New York.	1900	93¾
Eastern Mass.:						
State Loan (1st Lien)$50,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	....
Loan of 1862, sterling	383,000	6*	Jan. & July.	London.	1872	....
Loan 1854, convertible.....	750,000	6	Feb. & Aug.	Boston.	1874	97
Loan of 1865.....	160,000	6	April & Oct.	"	1885	98½
Loan of 1868.....	1,000,000	6	March & Sept.	"	1888	....
Loan of 1869.....	500,000	6	May & Nov.	"	1889	94¼
Essex Railroad 1st Mortgage....	194,400	6	Jan. & July.	"	1876	90
Eastern Shore (Md.):						
1st Mortgage.....	400,000	6	Jan. & July.	Baltimore.	1880	....
2d Mortgage	180,000	6	April & Oct.	"	1886	....
Elizabethtown and Paducah:						
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
Elmira and Williamsport(N.Cen.):						
1st Mortgage.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	95½
Income Mortgage.....	570,000	5	May & Nov.	"	1872	60½
Real Estate (Elmira) bond.....	50,000	7	.....	"	.....	....
Erie Railway:						
1st Mortgage	3,000,000	7	May & Nov.	New York.	1877	100½
2d Mortgage convertible.....	4,000,000	7	March & Sept.	" "	1879	99½
3d Mortgage.....	6,000,000	7	" "	" "	1883	100
4th Mortgage convertible.....	4,441,000	7	April & Oct.	" "	1880	94
5th Mortgage convertible.....	926,500	7	June & Dec.	" "	1888	94
Buffalo Branch, 1st mortgage...	186,400	7	Jan. & July.	" "	1891	....
Sterling Loan (£1,000,000) conv.	4,844,400	6*	March & Sept.	London.	1875	....
Erie and Pittsburg (Penn.).						
1st Mortgage.....	749,400	7	Jan. & July.	Philadelphia.	1882	....
2d Mortgage	153,000	7	March & Sept.	"	1890	....
Consolidated Mortgage tax free.	1,674,000	7	Jan. & July.	"	1893	....
European & North American:						
B'gor L'n,1st on 65m.&2d on45m.	1,000,000	6*	Jan. & July.	N. Y. & Lond.	1898	....
1st m. R.R.& L'd(B to Win.45 m	2,000,000	6*	" "	" "	1899	....
Evansville and Crawfordsville.						
1st Mortgage (Ev.& Ill.R.R.).....	350,000	7	Jan. & July.	New York.	1889	....
1st Mortgage (Ev.& Chi. R.R.)..	740,000	7	May & Nov.	" "	1889	....
1st Mort (Rockville Extension)..	150,000	7	Feb. & Aug.	" "	1881	....
Consolidated Mortgage.....	.....	7	Jan. & July.	" "	1889	....
Evansville, Henderson & Nashv.:						
1st Mortgage of July 1, 1867....	1,000,000	7	Jan. & July.	New York.	1897	....
Fall River, Warren & Providence:						
1st Mortgage..	150,000	7	Jan. & July.	Providence.	1882	....
Flemington (Belv. Del.):						
1st Mortgage guaranteed.....	100,000	6	Jan. & July.	Princeton.	1877	....
Flint and Pere Marquette:						
1st Mortgage L. G., 1st mort....	267,000	7	May & Nov.	New York.	1880	....
1st Mortgage L. G., 2d mort.....	319,000	7	Jan. & July.	" "	1887	....
1st Mortgage L. G., 3d mort.....	1,200,000	8	March & Sept.	" "	1888	....
F. & Holly R.R.b'ds($25,000 a yr)	500,000	10	May & Nov.	" "	1888	....
Flushing & North Side (L. I.):						
1st Mortgage.....	825,000	7	Jan. & July.	New York.	1889	....
Fonda, Johnsto'n & Gloversville:						
1st Mortgage.....	300,000	7	.....	New York.	1889	....
Ft. W., Jackson & Sag. (Mich. C.):						
1st Mortgage guaranteed	1,500,000	8	Jan. & July.	New York.	1889	....
Ft.W.,Muncie &Cin.(F.W.J.&S.):						
1st Mortgage guaranteed...gold	1,800,000	7*	Jan. & July.	New York.	1889	....
Galena & Chic. Union (C.&N.W.):						
1st Mortgage.....	1,807,000	7	Feb. & Aug.	New York.	1882	105
2d Mortgage.....	985,000	7	May & Nov.	" "	1875	100½
Miss. River Bridge bonds	200,000	7	Jan. & July.	" "	1884	....
Georgia:						
Bonds (various).....	681,000	7	Jan. & July.	Augusta.	'71-'86	....
Goshen and Deckertown (Erie):						
1st Mortgage.....	226,500	7	Jan. & July.	New York.	1889	....
Gr. Rapids & Indiana(PF.W&C):						
1st Mortgage guar half yr...gold	4,000,000	7*	Jan. & July.	New York.	1899	....
1st Mortgage half year.....gold	4,000,000	7*	April & Oct.	" "	1899	....
Grand Trunk (Ca.):						
1st Preference Bonds £2,703,325.	13,516,625	5*	Jan. & July.	London.	....	....
2d Preference Bonds £1,610,264..	8,051,320	4*	" "	"	....	....
3d Preference Stock £758,510....	3,792,550	4*	" "	"	....	....
4th Preference Stock £5,571,210..	27,855,605	4*	" "	"	....	....
Equipment Bonds £610,480.....	3,052,400	6*	April & Oct.	"	....	....
Postal & Military b'ds £1,200,000	6,000,000	6*	Feb. & Aug.	"	....	....
Provincial Debentu's £3,111,500	15,537,500	...	.....	"	....	....
Great Falls and Conway:						
1st Mortgage.....	200,000	6	Jan. & July.	Boston.	1878	....
Great Western (Canada):						
Perpetual Debentures.....	227,273	5*	— & —	London.	....	....
Mortgage Bonds.....	2,076,176	4*	— & —	"	'71-'73	....
Mortgage Bonds.....	2,375,906	6*	— & —	"	1873	....
Mortgage Bonds.....	618,066	6*	— & —	"	1876	....
Mortgage Bonds.....	2,360,333	5½*	— & —	"	1877	....
Mortgage Bonds.....	301,733	5½*	— & —	"	1878	....
Mortgage Bonds.....	4 866	5*	— & —	"	1881	....
Gt. Western of Illinois(T.W&W):						
1st Mortgage (W. of Decatur) ..	687,000	10	April & Oct.	New York.	1871	....
1st Mortgage (Gt.W.R.R.of 1859)	2,500,000	7	Feb. & Aug.	"	1888	96¾
2d Mortgage (Gt.W.R.R.of 1859)	2,500,000	7	May & Nov.	"	1893	85½
Grand River Valley (Mich. C.).						
1st Mortgage, guaranteed.....	$1,000,000	8	Jan. & July.	New York.	1886	....
2d Mortgage, guaranteed.....	500,000	8	April & Oct.	" "	1888	103¾
Greenville and Columbia:						
1st Mortgage guar. by S. Car....	1,426,546	7	Jan. & July.	New York.	'81-'86	....
1st Mortgage not guaranteed....	376,766	7	" "	" "	'81-'86	....
Greenwich and Johnsonville:						
1st Mortgage.....	130,000	7	Jan. & July.	New York.	1889	....
Hackensack & New York (Erie):						
1st Mortgage.....	62,000	7	Jan. & July.	New York.	1872	....
Hackens'k & N. York Ext.(Erie):						
1st Mortgage of May 1, 1869.....	129,100	7	May & Nov.	New York.	1889	....
Hannibal and Naples:						
1st Mortgage of Nov. 1, 1868....	675,000	7	May & Nov.	New York.	1898	91
Hannibal & Cen.Mo.(C.& Alton):						
1st Mortgage guaranteed	15,000pm	7	Jan. & July.	New York.	1890	....
Hannibal and St. Joseph:						
Mo. State Loan, 1851.....	1,500,000	6	Jan. & July.	New York.	1871	93¾
Mo. State Loan, 1855.....	1,500,000	6	" "	" "	1885	....
Six years Mortgage bonds.....	69,000	10	" "	" "	1872	....
Three years' notes.....	810,000	8	" "	"	1873	....
Five years' notes	1,024,300	8	" "	" "	1875	....
Fifteen years' bonds.....	1,209,500	8	March & Sept.	"	1885	92½
1st Mort. (Q. and Palmyra R.R.)	500,000	8	Feb. & Aug.	" "	1892	82¾
1st Mort. (Kan. City & Cam.RR)	1,200,000	10	Jan. & July.	" "	1892	104¾
Land Mortgage.....	1,503,700	7	April & Oct.	" "	1888	100
Convertible Mortgage.....	5,600	7	Jan. & July.	" "	1888	....
Hanover Branch (Mass.):						
1st Mortgage.....	60,000	7	Jan. & July.	Boston.	1889	....
Harlem Extension:						
1st Mortgage of Jan. 1, 1870	4,000,000	7	Jan. & July.	New York.	1890	....
Harrisburg & Lancaster (Pa.R.R.):						
1st Mortgage, guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883	92½
Hartford and New Haven:						
1st Mortgage.....	754,000	6	Jan. & July.	New York.	1873	....
Hartford, Providence and Fishkill:						
1st Mort. (R. Island 26.32 m.)...	481,000	7	Jan. & July.	Providence.	1876	....
1st Mort. (Connecticut 95.04 m.)	1,574,500	7	" "	Hartford.	1876	....
Hastings and Dakota:						
1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1900	....
Hempfield:						
1st Mortgage (part collateral)...	1,000,000	6	Jan. & July.	Philadelphia.	1872	....
Housatonic:						
1st Mortgage sinking fund.....	191,000	7	Jan. & July.	Bridgeport.	1877	....
2d Mortgage.....	100,000	7	Feb. & Aug.	"	1885	....
3d Mortgage of 1869.....	50,000	7	April & Oct.	"	1889	....
Houston and Texas Central:						
1st Mortgage L.G. skg fund.gold	3,400,000	7*	Jan. & July.	New York.	1891	....
Hudson River (N.Y.Cen.& H.R.):						
1st Mortgage.....	200,000	7	Feb. & Aug.	New York.	1870	....
2d Mortgage, sinking fund.....	1,894,000	7	June & Dec.	" "	1885	106½
3d Mortgage.....	180,000	7	May & Nov.	" "	1875	103
Huntington and Broad Top Mt.:						
1st Mort.(extended 1870 to 1890)	416,000	7	April & Oct.	Philadelphia.	1890	101½
2d Mortgage.....	267,500	7	Feb. & Aug.	" "	1875	86
1st Mortgage (Consol).....	1,069,000	7	April & Oct.	" "	1895	47
Illinois Central						
1st Mortgage Construction.....	3,090,000	7*	April & Oct.	New York.	1875	104
1st Mortgage Construction.....	332,000	6*	" "	" "	1875	....
Redemption currency.....	2,500,000	6	" "	" "	1890	....
Redemption, sterling.....	2,500,000	6*	" "	London.	1890	....
Illinois & South.Iowa (T.W.&W.:						
1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	90
Indiana and Illinois Central:						
1st Mortgage.....gold	2,750,000	7*	Jan. & July.	N.Y. & Lond.	1900	....
Indianapolis, Blooming. & West.:						
1st Mortgage, conv.....gold	5,000,000	7*	April & Oct.	New York.	1909	....
2d Mortgage.....	1,500,000	8	" "	" "	1890	....
Indianapolis, Cin. and Lafayette:						
1st Mortgage (Ind. & Cin.) 95 m	1,589,500	7	April & Oct.	New York.	1888	....
1st Mortgage (I. C. & L.) 179 m.	2,770,000	7	Feb. & Aug.	" "	1897	....
1st Mortgage (") 179 m.	1,566,000	7	June & Dec.	" "	1899	68½
1st Mortgage (Cin. and Ind.)....	500,000	7	" "	" "	1893	....
2d Mort. (C.&I.)10, 15 & 20 yrs..	1,500,000	7	Jan. & July.	" "	'77-'78	....
Indianapolis,Crawfordsv. & Danv.:						
1st Mortgage.....gold	1,500,000	7*	Jan. & July.	New York.	1888	....
Indianapolis & Madison(J.M.&I.):						
1st Mortgage of May 1, 1862....	397,000	7	May & Nov.	New York.	1882	....
Indianapolis & Vincen. (Pa.R.R.):						
1st Mortgage guaranteed.....	1,700,000	7	Feb. & Aug.	New York.	1908	....
2d Mortgage guaranteed.....	1,480,000	7	May & Nov.	" "	1889	....
Ionia & Lansing(D.L.& L. Mich.):						
1st Mortgage assumed.....	770,000	8	Jan. & July.	New York.	1879	....
2d Mortgage assumed	300,000	8	May & Nov.	" "	1880	....
Iowa Falls & Sioux City (Ill.Cen.):						
1st Mortgage of April 1, 1869...	2,960,000	7	April & Oct.	New York.	1899	79¾
Iowa Midland (C. & N. W.):						
1st Mort. of Aug. 1, 1870 guar...	18,000pm	8	Feb. & Aug.	New York.	1900	....
Iowa Southern:						
1st Mortgage, tax free.....	1,000,000	7	June & Dec.	New York.	1908	....
Ironton:						
1st Mortgage.....	130,000	7	May & Nov.	Philadelphia.	1875	....
Jackson, Lansing and Saginaw:						
1st Mortgage of 1865.....	1,495,000	8	Jan. & July.	New York.	1885	105¾
2d Mort. of 1868 for $500,000....	100,000	8	March & Sept.	" "	1888	102
Consolidated Mort. for $3,000,000	.....	8	May & Nov.	" "	1890	100½
Jamest'n & Frank. (L.S.& M.So.):						
1st Mortgage guaranteed.....	496,000	7	Jan. & July.	New York.	1897	...
2d Mortgage guaranteed.....	500,000	7	June & Dec.	" "	1894	...
Jefferson (Erie):						
1st Mort. (Hawley Section 8 m.)	204,000	7	Jan. & July.	New York.	1887	....
2d Mort. (" ")	96,000	7	" "	" "	1889	....
1st Mort. (Carbondale Sec.38 m)	2,000,000	7	" "	" "	1889	....
Jeffersonville (J. M. & I.):						
2d Mortgage assumed.....	2,107,000	7	April & Oct.	w York.	1873	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Jeffersonville, Madison & Indian.:						
1st Mortgage of Oct. 1, 1866.....	$2,107,000	7	April & Oct.	New York.	1906	....
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	" "	" "	1910	....
1st Mortgage (Ind & Mad.)guar.	397,000	7	May & Nov.	" "	1882	....
2d Mortgage (Jeffersonville)....	345,000	7	April & Oct.	" "	1873	....
Louisville Loan (Jefferson.R.R.)	74,000	6	" "	" "	1882	....
Joliet and Chicago (C. & Alton):						
1st Mortgage skg fund guar.....	410,000	8	Jan. & July.	New York.	1882	106½
Joliet & Northern Ind. (Mich. C.):						
1st Mortgage, guaranteed	800,000	8	Jan. & July.	New York.	1874	....
Junction (Cin. & Indianapolis):						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....
2d Mortgage.....	800,000	7	March & Sept.	" "	1893	....
1st Mortgage (Newcastle Br.)...	250,000	7	June & Dec.	" "	1884	....
Junction, Philadelphia:						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....
2d Mortgage.....	300,000	6	April & Oct.	"	1900	91¾
Junction and Breakwater:						
1st Mort. guar. by Delaware....	400,000	6	Jan. & July.	New York.	1890	....
Kalam.,Alleg.& Gr.R.(L.S&M.So.):						
1st Mort. assumed by lessees....	840,000	8	Jan. & July.	New York.	1888	95½
Kalamazoo, & S. Haven (M.Cen.):						
1st Mortgage guaranteed.....	640,000	8	May & Nov.	New York.	1889	104½
Kalam.& Three Riv.(L.S.& M.S.):						
1st Mortgage, guaranteed	100,000	8	Jan. & July.	New York.	1887	....
Kalam.& W. Pigeon(L.S.& M.S.):						
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	....
Kansas City and Santa Fe:						
1st Mortgage, tax free.....	720,000	10	May & Nov.	New York.	1890	....
Kan. City, St. Jo. & Coun. Bluffs:						
1st Mortgage (consolid.) 264 m..	687,000	8	March & Sept.	N.Y.& Bost'n.	1890	....
1st Mort. (C. B. & St. Jo. 52 m.).	500,000	7	Jan. & July.	" "	1880	....
2d Mort. (" " ").	150,000	10	" "	" "	1872	....
1st Mort. (St. Jo. & C. B. 80 m.).	1,400,000	10	March & Sept.	" "	1892	97
2d Mort. (" " ").	539,500	8	June & Dec.	" "	1874	91
1st Mort. (Mo. Valley 61 m.)....	1,500,000	7	Feb. & Aug.	New York.	1893	....
1st Mort. (" ")....	1,500,000	7	" "	" "	1893	....
Kansas Pacific (U. Pac. E. D.):						
1st Mort. on R.R. 140 m....gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....
1st Mort. on R.R. 254 m....gold	4,063,000	6*	June & Dec.	"	1896	....
1st Mort. on Branch 34 m.....	600,000	7	May & Nov.	" "	1896	....
Land Gr. Mort.on 2,000,000 acres	318,000	7	March & Sept.	" "	'71-'76	....
1st M.on R.R.245 m.& 3,000,000 a	6,500,000	7	May & Nov.	" "	1899	....
1st M.on lands E.of 380th m.gold	2,000,000	7	Jan. & July.	" "	1880	....
2d Mort.(U.S.Subsidy) on 394 m.	6,303,000	6	" "	" "	'95-'97	....
3d Mort. Income on 428 m.....	4,275,000	7	(after 5 years.)	" "	1916	....
Kent County (Del.):						
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	....
Kentucky Central (Cov.& Lex.):						
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	....
2d Mortgage March 1863.....	844,000	7	" "	" "	1883	....
3d Mortgage June 1865.....	237,000	7	June & Dec.	"	1885	....
Keokuk, Iowa City and Minn.:						
1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	5,000pm	7	" "	" "	1891	....
Keokuk and St. Paul (C.B.& Q.):						
1st Mortgage, guar. and tax free.	1,000,000	8	April & Oct.	New York.	1879	95
Lackawanna and Bloomsburg:						
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	....
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....
2d Mortgage (Extension)	200,000	7	May & Nov.	"	1890	....
Income Mortgage.....	200,000	10	Jan. & July.	"	1871	....
Income Mortgage.....	79,335	7	April & Oct.	"	1871	....
La C.,Trempel.& Pres.(C.& N.W):						
1st Mortgage, guaranteed.....	800,000	7	— & —	New York.	....	....
Lafayette, Bloomington & Miss.:						
1st Mortgage.....	1,300,000	7	— & —	New York.	....	88½
Lafayette, Muncie & Blooming.:						
1st Mortgage.....	1,500,000	8	— & —	New York.	....	....
Lake Erie and Louisville:						
1st Mortgage for $1,600,000.....	500,000	7	Jan. & July.	New York.	1893	...
Lake Shore & Michigan So.:						
Sunbury B'ds (CP& ARR.95¼m)	500,000	7	Jan. & July.	New York.	1874	....
Regis. Bonds (" ")	1,000,000	7	" "	" "	1880	....
3d Mortgage (" ")	1,000,000	7	April & Oct.	" "	1892	....
Divid'd Bonds (L. S. R.R. 258 m)	1,500,000	7	" "	" "	1899	96½
S. Fund Bonds(LS&MSo1,013m)	2,000,000	7	" "	" "	1879	....
Consol. M. reg.(" ")	597,000	7	J. A. J. & O.	" "	1900	100
Consol.M.coupt (" ")	63,000	7	Jan. & July.	" "	1900	....
1st Mort.(M.S.& N.In.RR.52¼m)	5,256,000	7	May & Nov.	" "	1885	101
2d Mort. (" " ")	2,693,000	7	" "	" "	1877	98½
1st Mort. (Junc. R.R. 49½ m.)...	115,000	7	June & Dec.	" "	1872	....
S. Fund (Clev.& Tol.R.R.162¼m)	2,014,000	7	Jan. & July.	" "	1885	....
M. of '66(" " ")	864,000	7	April & Oct.	" "	1886	....
Mort. Bonds(Buff.& E.R.R.88m)	23,000	7	June & Dec.	" "	1870	....
Mort. Bonds(" ")	100,000	7	May & Nov.	" "	1873	....
Mort. Bonds(" ")	200,000	7	Jan. & July.	" "	1882	....
Mort. Bonds(" ")	300,000	7	March & Sept.	" "	1386	....
Mort. Bonds(" ")	3,000,000	7	April & Oct.	" "	1890	....
1st Mort.(D.M.& Tol.R.R. 65 m.)	924,000	7	Feb. & Aug.	" "	1876	98½
1st Mort.(Kal.& W.P. R.R.37 m)	400,000	7	Jan. & July.	" "	1890	....
1st Mort.(Sch.&Three Riv.R.R.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal.& Three Riv.RR.)	100,000	8	" "	" "	1887	....
1st Mort.(Kal. All.& Gr.R. R.R.)	840,000	8	" "	" "	1888	95½
1st Mort.(Jamestown & Frank.)	500,000	7	" "	" "	var	....
2d Mort. (" ")	500,000	7	June & Dec.	" "	1894	....
Lake Superior & Mississippi:						
1st M.RR.lands,&c.,SF.free.gold	4,500,000	7*	Jan. & July.	New York.	1899	....
Lawrence (P. Ft. W. & Chi.):						
1st Mortgage, guaranteed.....	360,000	7	Feb. & Aug.	Pittsburg.	1895	....
Leaven., Lawrence & Galveston:						
1st Mort. July 1, 1869	5,000,000	10	Jan. & July.	New York.	1899	95
Lehigh and Lackawanna:						
1st Mortgage (tax free)	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Lehigh Valley:						
1st Mort. of 1858	$963,000	6	April & Oct.	Philadelphia.	1872	103¾
1st Mort.of 1868(coup&reg.).free	3,343,000	6	June & Dec.	"	1898	98¾
1st Mort.of '70(reg.)for $6,000,000	1,050,000	7	Feb. & Aug.	"	1900	103½
1st Mort. (Hazleton R.R.)of 1862	132,000	6	April & Oct.	"	1872	....
Lewey's Island (S. C. & P.):						
1st Mortgage (Calais Loan).....	130,000	6	June & Dec.	Calais.	1876	....
Little Miami & Colum. & Xenia:						
1st Mortgage.....	1,480,000	6	May & Nov.	New York.	1883	....
Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.	1880	....
1st Mortgage (Col. & Xenia)....	307,000	6	March & Sept.	New York.	1890	....
1st Mortgage (D. & Western.)..	275,000	7	Jan. & July.	" "	1905	....
1st Mortgage (")....	433,000	6	" "	" "	1905	....
Little Rock and Fort Smith:						
1st Mortgage for $3,500,000 .gold	.....	6*	Jan. & July.	Boston	1899	30½
Little Rock, Pine Bluff & N. O.:						
1st Mortgage.....gold	.....	7*	— & —	New York.	1889	....
Little Schuylkill (P. & Rdg.):						
1st Mortgage, guaranteed.....	783,000	7	April & Oct.	Philadelphia.	1877	....
Logansport, Crawf. & S'wstn Ind.:						
1st Mortgage.....gold	1,500,000	8	J. A. J. O.	New York.	1890	....
Long Branch and Sea Shore:						
1st Mortgage.....	200,000	6	Jan. & July.	New York.	1889	....
Long Island:						
1st Mortgage.....	500,000	6	Jan. & July.	New York.	1875	93
1st Mortgage (Extension)	175,000	7	Feb. & Aug.	" "	1890	....
1st Mortgage (Glen Cove Br.)....	150,000	6	May & Nov.	" "	1893	....
General Mortgage of 1869.....	775,000	8	" "	" "	1899	....
Louisville & Miss. Riv. (Ch.& Al):						
1st Mortgage, guaranteed.....	20,000pm	7	Jan. & July.	New York.	1889	....
Louisville, Cincin. and Lexington:						
1st Mortgage (Cincinnati Br.)....	3,000,000	7	Jan. & July.	New York.	1897	....
2d Mortgage (general).....	1,000,000	8	April & Oct.	" "	1900	....
1st Mort. (Lo. & Frankfort Br..	82,000	6	Jan. & July.	" "	'71-'80	....
Louisv.Loan (")..	100,000	6	" "	" "	1881	....
1st Mort. (Lex. & Frankfort)...	25,000	6	" "	" "	1874	....
Louisville and Nashville:						
1st Mortgage, (Main Stem) 1858.	1,285,000	7	Jan. & July.	New York.	1877	....
Louisville Loan (Main Stem)....	849,000	6	April & Oct.	" "	'86-'87	....
Louisville Loan (Lebanon Br)..	225,000	6	May & Nov.	" "	1887	....
1st Mortgage (Memphis Br.)....	197,000	7	" "	" "	'71-'75	....
1st Mortgage (Bardstown Br.)....	1,000	7	Jan. & July.	" "	1870	....
1st Mort. (Lebanon Br. Ext.)...	88,000	7	May & Nov.	" "	'80-'85	....
Louisville Loan (Leb. Br. Ext.).	333,000	6	April & Oct.	" "	1893	....
Consolid. mort. of April 1, 1868..	5,500,000	7	" "	" "	1898	....
Lowell & Lawrence (B. & L.):						
1st Mortgage, guaranteed.....	67,700	6	April & Oct.	Boston.	1878	....
Macon and Brunswick:						
1st Mort. endorsed by State.....	1,950,000	7	Jan. & July.	New York.	'87-'90	....
2d Mortgage of 1869.....	1,000,000	7	April & Oct.	" "	1889	....
3d Mort. of 1870 endor.by State.	1,000,000	7	May & Nov.	" "	1890	....
Equipment Mortgage.....	150,000	...	.....	.....	....	....
Macon and Western:						
1st Mor,gage of Oct. 1870.....	150,000	7	April & Oct.	New York.	1880	....
Madison and Portage:						
1st Mortgage.....	450,000	7	April & Oct.	New York.	1895	....
Maine Central:						
Loan of 1860-'61 (A. & Ken.) ..	1,100,000	6	Feb. & Aug.	Boston.	'90-'91	....
Bonds, exchangeable for new 7s.	163,000	6	June & Dec.	"	1871	....
Loan (new) for $1,100,000.....	451,200	7	Jan. & July.	"	1898	....
Mort. (Ext.) for $500,000....gold	112,000	6*	April & Oct.	"	1900	....
1st Mort.(B.to P.& Ken.)exch.7s	577,000	6	" "	"	1872	...
2d Mort. (Penob. & Ken.).....	159,500	6	Feb. & Aug.	"	1870	...
Mansfield & Framigh. (B.C.& F.)						
1st Mortgage, guaranteed.....	300,000	7	Jan. & July.	Boston.	1889	90½
Marietta and Cincinnati:						
1st *Mortgage*, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891	....
1st Mortgage Dollar.....	2,454,528	7	" "	Baltimore.	1891	99½
2d Mortgage.....	2,500,000	7	May & Nov.	"	1896	89
3d Mortgage for $3,000,000.....	2,000,000	8	Jan. & July.	"	1890	84½
1st Mort. (Scioto & Hocking)...	300,000	7	May & Nov.	New York.	1896	....
Baltimore Loan to Union R. R..	20,000	7	.....	Baltimore.	....	....
Marietta and Pittsburg:						
1st Mort. of Aug. 1, 1869....gold	14,000pm	7*	Feb. & Aug.	Philadelphia.	1895	....
Marquette and Ontonagon:						
1st Mortgage.....	150,000	8	June & Dec.	Boston.	1875	....
Maryland and Delaware:						
1st Mortgage.....	850,000	6	May & Nov.	Boston.	1885	50½
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....
Memphis and Charleston:						
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	....
2d Mortgage.....	1,000 000	7	Jan. & July.	" "	1885	....
Tenn. Loan.....	1,864,387	6	" "	" "	1890	....
Memphis and Little Rock:						
1st Mort. (R.R.& 125,000 acres).	1,300,000	8	May & Nov.	New York.	1890	....
Ark. State Loan	900,000	7	Jan. & July.	" "	1890	58
Memphis and St. Louis:						
1st Mort. (R.R.& 630,000 acres).	5,000,000	7	Jan. & July.	New York.	1901	....
Michigan Air Line (Mich. Cen.):						
1st Mortgage, guaranteed	1,980,000	8	Jan. & July	Boston.	1890	107
Michigan Central:						
1st *Mortgage*, sterling conv.....	467,489	6*	Jan. & July.	London.	1872	....
1st Mortgage, convertible.....	563,000	8	April & Oct.	New York.	1882	....
1st Mortgage, sinking fund conv.	2,294,500	8	" "	" "	1882	119½
1st Mort. (Mich. Air Line R.R.)	1,900,000	8	Jan. & July.	Boston	1890	107
1st Mort. (Gr. Riv. Valley R.R.)	1,000,000	8	Jan. & July.	New York.	1886	....
2d Mort. (" ")	500,000	8	April & Oct.	" "	1882	102½
1st Mort. (Kal.& So.HavenRR.)	640,000	8	May & Nov.	" "	1889	....
2d Mort. (" ")	70,000	8	Feb. & Aug.	" "	1890	108½
1st Mort.(Det.,Hills.& Ind.R.R.)	1,080,000	8	June & Dec.	" "	1890	88½
Michigan Southern & North. Ind.:						
1st Mortgage, Sinking Fund....	5,256,000	7	May & Nov.	New York.	1885	101
2d Mortgage.....	2,693,000	7	" "	" "	1877	98½
Middletown,Unionville & W.Gap:						
1st Mortgage.....	225,000	7	Jan. & July.	New York	1890	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Midland Pacific:						
1st Mortgage .....gold	$1,100,000	7*	Jan. & July.	New York.	1900	....
Mifflin & Centre Co. (Pa. R. R.):						
1st Mortgage, guaranteed	188,000	6	Feb. & Aug.	Philadelphia.	1897	....
Milwaukee & Chicago, (C&NW):						
1st Mortgage, guaranteed.....	182 000	7	March & Sept.	New York.	1874	....
2d Mortgage, "	10,500	7	Jun. & Dec.	" "	1898	....
Mil. & Prairie du Chien (M&StP):						
1st Mortgage, (assumed)	3,674,000	8*	Feb. & Aug.	New York.	1898	....
2d Mortgage, (")	1,315,000	7.3	" "	" "	1898	....
Milwaukee and St. Paul:						
1st Mortgage.....	5,488,000	7	Jan. & July.	New York.	1893	96
1st Mortgage (E. Div. Palmer)..	792,000	8	May & Nov.	" "	1874	....
1st Mort. (Iowa and Minn. Div.)	3,792,000	7	Jan. & July.	" "	1897	89¾
1st Mortgage (Minn. Cent.).....	208,000	7	" "	" "	....	....
1st Mortgage (Iowa & Dak.)....	1,008,000	7	" "	" "	....	89½
1st Mortgage (P. du C.Div.).....	3,674,000	8	Feb. & Aug.	" "	1898	108
2d Mortgage (P du C.Div.).....	1,315,000	7.3	" "	" "	1898	97
2d Mortgage 370 miles.....	1,244,000	7	April & Oct.	" "	1884	85
Income Mortgage.....	20,000	7	Jan. & July.	" "	....	....
Milwaukee City Loan.....	234,000	7	March & Sept.	" "	1873	....
Milwaukee and Western bonds.	247,000	7	Jan. & July.	" "	1891	....
Real Estate Purchase.....	148,500	7	various.	" "	....	....
Incumbrances assumed.....	35,073	7	"	" "	....	....
Mineral Point:						
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....
Minnesota and North Western:						
1st Mort. sinking fund.....gold	20,000pm	7*	Jan. & July.	New York.	1895	....
Mississippi Central:						
1st Mortgage (Miss. Cen.).....	1,354,000	7	May & Nov.	New York.	1873	....
2d Mortgage (").....	2,000,000	8	Feb. & Aug.	" "	1876	....
1st Mort. (Miss. Cen. & Tenn.)..	25,000	6	April & Oct.	" "	1863	....
Tennessee Loan bonds.....	1,278,980	6	Jan. & July.	" "	1892	....
Mississippi, Ouachita & Red Riv.:						
1st Mortgage .....gold	12,000pm	7*	— & —	New York.	1900	....
Land Mort. (257,000 acres)..gold	1,600,000	7*	— & —	" "	1900	....
Arkansas State Loan	10,000pm	7	— & —	" "	1900	48
Mississippi and Tennessee:						
1st Mortgage of April 1, 1856....	600.000	7	April & Oct.	New York.	1876	....
Consolidated Mortgage of 1866..	1,179,500	8	March & Sept.	" "	'81-'93	....
Mississippi River:						
1st Mortgage.....	17,000pm	7	— & —	New York.	....	....
Mississippi, Iowa & Nebraska:						
1st Mort. of June 1, 1870....gold	.....	7*	June & Dec.	New York.	1910	....
Missouri, Kansas and Texas:						
1st M. RR & land (U.P,S.Br.)SF	4,145,000	6	Jan. & July.	New York.	1899	....
1st M. (Tebo & Nesho)S.F..gold	2,000,000	7*	June & Dec.	" "	1903	....
Consol. L.G. S. F.($14,000,000)g'd	1,605,000	7*	Feb. & Aug.	" "	1904	....
Missouri River, Ft. Scott & Gulf:						
1st Mortgage of Jan. 1, 1869.....	5,000,000	10	Jan. & July.	New York.	1899	97½
2d Mortgage of April 15, 1870...	1,400,000	10	April & Oct.	" "	1890	91
Missouri Valley (K.C.St.J.&C.B.):						
1st Mortgage on 61 miles.....	1,500,000	7	Feb. & Aug.	Boston.	1893	....
1st Mortgage "	1,000 000	7*	" "	"	1893	....
Mobile & Alabama Grand Trunk:						
1st Mort. endorsed by Ala.....	16,000pm	8	Feb. & Aug.	New York.	....	....
Mobile Lo'n$1,500,000 end.by Co.	1,500,000	8	— & —	" "	....	....
Mobile and Girard:						
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1877	....
2d Mortgage, endorsed by Ala..	300,000	7	" "	" "	....	....
Plain Bonds	33,500	7	— & —	Mobile.	....	....
Mobile and Montgomery:						
1st Mortgage of 1868.....	1,250,000	8	May & Nov.	New York.	1888	...
Mobile and Ohio:						
1st *Mortgage* .....gold }	5,470,000	8*	May & Nov.	New York.	1882	....
1st *Mortgage*.....Sterling }		6*	" "	London.	1882	....
Interest bonds (10 years).....	803,700	8	" "	New York.	1878	....
Interest bonds 2nd issue.....	377,900	8	" "	" "	1883	....
Interest bonds sterling.....	755,400	6*	" "	London.	1883	....
Income Mortgage	1,151,000	8	various.	New York.	1883	....
Montgomery & Erie (Erie):						
1st Mortgage.....	177,000	7	Jan. & July.	New York.	1886	....
Montgomery and Eufala:						
1st Mortgage of 1866, endorsed .	640,000	8	March & Sept.	New York.	1886	....
1st Mortgage of 1870, endorsed..	300,000	...	June & Dec.	" "	1900	....
Montgomery & West Point(Wtn):						
Mortgage of 1856.....	16,000	8	Jan. & July.	New York.	Due.	....
1st Mortgage.....	450,000	8	" "	" "	18.0	....
1st Mortgage.....	298,000	8	" "	" "	1876	....
2d Mortgage.....	254,000	8	" "	" "	1881	....
Income Mortgage.....	594,600	8	various.	Montgomery.	var.	....
Montreal & Champlain:						
1st Mortgage Sterling £181,400..	882,813	6	Jan. & July.	London.	1890	....
2d Mortgage.....	370,000	8	" "	New York.	1879	....
Morris and Essex:						
1st Mortgage, Sinking Fund....	5,000,000	7	May & Nov.	New York.	1914	103
2d Mortgage.....	3,000,000	7	Feb. & Aug.	" "	1891	99½
Convertible bonds.....	600,000	7	Jan. & July.	" "	1900	....
Construction bonds.....	3,584,000	7	Feb. & Aug.	" "	1889	93½
Muscatine (South-Western):						
1st Mortgage.....	330,000	7	Jan. & July.	Savannah.	1887	....
Nashville and Chattanooga:						
1st Mortgage, endorsed by Tenn.	1,546,000	6	Jan. & July.	New York.	1890	....
1st Mortgage not endorsed.....	23,000	6	" "	" "	1890	....
Tenn. State Loan	150,000	6	" "	" "	1892	....
Tenn. State Loan (Jasper Br.)..	245,000	6	" "	" "	1900	....
Nashville and Decatur:						
1st Mort., Tenn. State Loan....	2,629,042	6	Jan. & July	New York.	1892	....
2d Mortgage	500,000	6	" "	"	1870	....
Income Bonds (Tenn. and Ala.).	200,000	10	April & Oct.	" "	1887	....
Consols for $2,100,000at7or6 gold	.....	7	— & —	" "	1901	....
National (N. Jersey):						
1st Mortgage for $7,200,000	.....	7	— & —	New York.	1901	....
Naugatuck:						
1st Mortgage, of 1856..	129,500	7	Jan. & July.	Bridgeport.	1876	....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Newark and New York (Cent.):						
1st Mortgage.....	$600,000	7	Jan. & July.	New York.	1891	....
Newark, Somerset & Straitsville:						
1st Mortgage.....	800,000	7	May & Nov.	New York.	1889	....
New Bedford and Taunton:						
1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1881	....
New Brunswick and Canada:						
1st *Mortgage*, Sterling £200,000..	972,000	6*	May & Nov.	London.	1867	....
Newburg & New York (Erie):						
1st Mortgage for $600,000.....	250,000	7	Jan. & July.	New York.	1889	....
New Canaan:						
1st Mortgage....	75,756	7	April & Oct.	New York.	1889	....
Newcastle and Beaver Valley:						
1st Mortgage for $150,000.....	91,800	7	May & Nov.	Philadelphia.	1882	....
New Haven and Darby:						
1st Mortgage for $150.000.....	150,000	7	May & Nov.	New Haven	1888	....
New H., Middlet'n & Williman.:						
1st Mort. for $3,000,000, tax free.	2,200,000	7	May & Nov.	New Haven.	1889	....
2d Mortgage for $1,500,000.....	.....	6	Jan. & July.	"	1891	....
New H. & Northampton (Canal).						
1st Mortgage.....	1 000,000	7	Jan. & July.	New York.	1899	....
Convertible, tax free.....	400,000	6	April & Oct.	" "	1880	....
New Jersey (Pennsylvania):						
1st Loan.....	300,000	6	Feb. & Aug.	New York.	1875	....
2d Loan	450,000	6	" "	" "	1878	....
3d (State Loan).....	100,000	6	" "	" "	1887	....
New Jersey Midland (NY.&OM.):						
1st Mortgage... .....gold	3,000,000	7*	Jan. & July.	New York.	1895	....
2d Mortgage.....currency	400,000	7	" "	" "	1891	....
New Jersey Southern:						
1st Mortgage of Sept. 19, 1869...	2,000,000	7	May & Nov.	New York.	1889	81
1st Mortgage (Tom's Riv. Br.)..	120,000	6	Feb. & Aug.	" "	1890	....
New Jersey West Line:						
1st Mort. for $3,000,000.....gold	.....	7*	May & Nov.	New York.	1900	....
New London Northern:						
1st Mortgage.....	51,000	7	June & Dec.	New London.	1875	....
1st Mortgage, Extended.....	370,000	7	March & Sept.	" "	1885	....
Consol. Mortgage	230,000	7	April & Oct.	New York.	1888	....
New O., Baton-Rouge & Vicksb'g:						
1st Mortgage.....gold	12,500pm	8*	— & —	New York.	1910	....
2d Mort. endor. by Louis...gold	12,500pm	8*	— & —	" "	1910	....
N. Orleans, Jackson & Gt. North..						
1st Mortgage of July 1, 1856.gold	3,000,000	8*	Jan. & July.	Lond. & N.Y.	1886	....
2d Mortgage of Oct. 1, 1860..gold	1,500,000	8*	April & Oct.	New York.	1890	....
Income Mortgage of 1870...gold	2,000,000	7*	— & —	New Orleans.	1890	....
City Extension Mort.....gold	1,000,000	7*	— & —	" "	1890	....
New Orleans, Mobile and Texas:						
1st Mortgage, skg fd, 227 m.gold	12,500pm	7*	Jan. & July.	N.Y. or Lond.	1915	....
1st Mortgage, skg fd, 227 m.cur.	12,500pm	8	" "	New York.	1915	....
2d Mortgage on 227 miles...cur.	12,500pm	8	" "	" "	1915	....
New Orleans and Selma:						
1st Mort. endor. by Ala.....	16,000pm	8	Jan. & July.	New York.	1900	....
New York and Boston:						
1st Mortgage .....gold	3,000,000	7*	May & Nov.	N.Y. or Lond.	1889	....
New York Central:						
Debt Certif. & Premium Bonds.	5,936,626	6	May & Nov.	New York.	1883	92½
Bonds for Debts assumed.....	1,514,000	7	May & Nov.	" "	1876	101
Bonds for B. & N. Falls R.R.S't.	76,000	6	Feb. & Aug.	" "	1883	....
Bonds for railroad stocks.....	592,000	6	" "	" "	1883	....
Bonds for real estate.....	162,000	6	" "	" "	1883	....
Bonds and mortgages for R. E..	22,800	7	various.	" "	var.	....
Bonds Convertible till Aug.1, '69	195,000	7	Feb. & Aug.	" "	1876	....
Bonds in place of bonds of 1854.	2,900,000	6	June & Dec.	" "	1887	94
1st Mort. (Hudson Riv.R.R.)..	200,000	7	Feb. & Aug.	" "	1870	....
2d Mort. (" ")S. F.	1,891,000	7	June & Dec.	" "	1885	106
3d Mort. (" ").....	180,000	7	May & Nov.	" "	1875	103
Conv. B'ds(" ").....	8,000	7	" "	" "	1867	....
New York and Fort Lee (Erie):						
1st Mortgage.....	20,000	7	Jan. & July.	New York.	1888	....
New York & Flushing(F.&N.S.):						
1st Mortgage.....	135,000	7	— & —	New York.	1876	....
New York and Harlem:						
1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873	100½
4th Mortgage of 1861.....	99,500	7	June & Dec.	" "	1871	....
Consolidated mortgage of 1863..	1,767,000	6	Feb. & Aug.	" "	1893	96
Sinking Fund mortgage of 1861.	112,305	7	Jan. & July.	" "	1881	....
Bonds of 1853, unsecured.....	106,000	7	" "	" "	1872	....
N. York, Housatonic & Northern:						
1st Mortgage.....	141,500	7	— & —	New York.	1889	....
New York and New Haven:						
1st Mortgage.....	1,059,500	6	April & Oct.	New York.	1875	98
New York & Oswego Midland:						
1st Mort. for $8,000,000.....gold	3,800,000	7*	Jan. & July.	New York.	1894	....
New York, Providence & Boston:						
1st Mortgage.....	83,000	6	Feb. & Aug.	New York.	1873	....
1st Mortgage.....	80,000	6	" "	" "	1878	....
Consol. Mort. for $1.000,000.....	512,000	7	Jan. & July.	" "	1899	....
Niles and New Lisbon:						
1st Mortgage	500,000	7	— & —	Philadelphia.	1889	....
Norfolk County (B. H. & Erie):						
1st Mortgage, guaranteed	414 350	6	March & Sept.	Boston.	1854	....
Norfolk & Petersburg(A.M.& O.):						
1st Mortgage.....	110,500	7	Jan. & July.	New York.	1877	....
1st Mortgage.....	396,000	8	" "	" "	1877	....
2d Mortgage for $500,000.....	416,000	8	" "	Norfolk.	1893	....
North Carolina:						
Mortgage Bonds.....	89,500	8	May & Nov.	Shops, N. C.	1877	....
Mortgage Bonds.....	193,500	8	" "	" "	1877	....
Mortgage Bonds.....	209,000	8	" "	" "	1888	....
North Eastern						
1st Mortgage.....	31,500	7	March & Sept.	Charleston.	1869	....
2d Mortgage	69,500	7	" "	"	1868	....
General Mortgage 1st Preference	773,000	7	" "	"	1899	....
General Mortgage 2d Preference	141,500	7	" "	"	1899	....
Funded Interest.....	117,495	7	" "	"	1875	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
North Missouri:						
1st Mortgage of Jan. 1865	$6,000,000	7	Jan. & July.	New York.	1895	94
2d Mortgage of Oct. 1868	4,000,000	7	April & Oct.	" "	1888	....
3d M. of Oct. 1869 (7 p.c after 5yrs)	3,000,000	10	" "	" "	1888	....
North Pennsylvania:						
1st Mortgage	2,250,000	6	Jan. & July.	Philadelphia.	1885	102
Chattel Mortgage	360,000	10	April & Oct.	"	1877	110½
2d Mortgage	1,246,000	7	May & Nov.	"	1896	95
Northern Central:						
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.	....
2d Mortgage	2,500,000	6	Jan. & July.	"	1885	94½
3d Mortgage	1,223,000	6	April & Oct.	"	1900	86½
3d Mortgage (York & Cumb. RR)	500,000	6	Jan. & July.	"	1877	98
Consol. Mort. of July 1868	2,019,000	6*	" "	"	1900	94½
Income conv. of April 1, 1870	475,000	7	April & Oct.	"	1880	....
Northern New Hampshire:						
1st Mortgage	115,000	6	April & Oct.	Boston.	1874	....
Northern New Jersey (Erie):						
1st Mortgage, guaranteed	400,000	7	Jan. & July.	New York.	1878	....
Northern Pacific:						
1st Mort. on R.R. & lands...gold	50,000pm	7.3	Jan. & July.	New York.	1900	....
North Western Virginia:						
2d Mortgage (assumed B. & O.).	458,500	6	Jan. & July.	Baltimore.	1873	99½
3d Mortgage (" ").	140,000	6	" "	"	1885	92
Norwich and Worcester:						
1st Mort. State Loan	400,000	6	Jan. & July.	Boston.	1877	....
Plain bonds	59,000	7	June & Dec.	"	1874	....
Steamboat bonds	45,000	7	Feb. & Aug.	"	1870	....
Construction bonds	250,000	7	Jan. & July.	"	1877	....
New bonds of 1870	22,000	7	" "	"	1890	....
Nyack and Northern:						
1st Mortgage	100,000	7	Jan. & July.	New York	1890	...
Oakland & Ottawa (D. & M.):						
1st Mortgage (assumed) sterling	150,867	6*	May & Nov.	London.	1873	....
1st Mortgage (") dollar	51,000	7	" "	New York.	1873	....
Ogdensburg and Lake Champlain:						
1st Mort. conv. into pref. stock	4,600	7	Jan. & July.	Boston.	1869	....
2d Mort. conv. into com. stock	25,200	7	April & Oct.	"	1861	....
Equipment mortgage of 1868-'69	500,000	8	Jan. & July.	"	1879	102½
Ohio and Mississippi:						
1st Mortgage, (E. Div.)	2,050,000	7	Jan. & July.	New York.	1872	101
1st Mortgage, (W. Div.)	850,000	7	" "	" "	1872	....
2d Mortgage, (W. Div.) conv	534,000	7	" "	" "	1874	86½
Income Mort., (W. Div.)	221,500	7	April & Oct.	" "	1882	....
Funded Debts Mort. (W. Div.)	16,500	7	" "	" "	1882	....
Consolidated Mort	2,761,000	7	Jan. & July.	" "	1898	97
Consolidated Mort. (sterling)	101,850	7	" "	London.	1898	....
Oil Creek and Allegheny River:						
1st Mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84
1st Mortgage	580,000	7	April & Oct.	"	1882	....
1st Mortgage	200,000	7	June & Dec.	"	1871	....
2d Mortgage	71,000	7	May & Nov.	"	1871	....
Consolidated Mortgage	819,000	7	" "	"	1888	80
Old Colony and Newport:						
Plain Bonds	1,288,000	7	Feb. & Aug.	Boston.	1877	102½
Plain Bonds	1,000	6	March & Sept.	"	1874	96½
Plain Bonds	485,000	6	April & Oct.	"	1875	96½
Plain Bonds	1,000,000	6	March & Sept.	"	1876	95½
Plain Bonds	34,000	6	" "	"	1884	....
Omaha and Southwestern:						
1st Mort. (North Platte Div.)	300,000	8	June & Dec.	New York.	1890	92½
Orange, Alexandria & Manassas:						
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	93
2d Mort. (Charlotte to Lynchb.)	1,155,500	6	Jan. & July.	" "	1875	83½
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	90
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	85
Consolidated Mort	1,645,500	7	Jan. & July.	New York.	1882	84½
Va. State Loan	249,962	7	" "	" "	1893	....
Osage Valley & Southern Kansas:						
1st Mortgage (5-20 years)	200,000	10	Jan. & July.	New York.	1888	....
Oswego and Rome (R.W. & O.):						
1st Mortgage guar	500,000	7	May & Nov.	New York.	1916	....
Income Mortgage guar	112,100	6	Feb. & Aug.	" "	1891	....
Oswego and Syracuse (D.L.& W.):						
1st Mortgage, guaranteed	112,000	7	May & Nov.	New York.	'70-'80	....
2d Mortgage, guaranteed	375,000	7	" "	" "	1885	....
Ottawa, Osw. & Fox R.V. (CB&Q):						
1st Mort., traffic guar. & tax free	1,200,000	8	Jan. & July.	Boston.	1890	96¾
Owensboro' and Russellville:						
1st Mortgage	200,000	6	April & Oct.	New York.	1886	....
Pacific of Mo.:						
1st Mort., construction (Dresden)	74,000	6*	Feb. & Aug.	New York.	1880	....
1st Mortgage...gold	7,000,000	7*	Jan. & July.	" "	1880	100¾
Real Estate Bonds	500,000	10	various.	St. Louis.	var.	....
St. Louis County Loan	700,000	6	Feb. & Aug.	"	'71-'73	....
Panama:						
Sterling Bonds £152,775 at 4.85	740,959	7*	Feb. & Aug.	London.	1872	....
Sterling Bonds £19,350 at 4.85	93,847	7*	April & Oct.	"	1875	....
Sterling Bonds £597,800 at 4.85	3,869,330	7*	" "	"	1897	....
Paterson and Newark (Erie):						
1st Mortgage guaranteed	500,000	7	Jan. & July.	New York.	1885	....
Paterson and Ramapo (Erie):						
1st Mortgage, guaranteed	85,000	7	May & Nov.	New York.	1878	....
Pekin, Junc. & Decatur (TW&W):						
1st Mortgage...gold	16,000pm	7*	Feb. & Aug.	New York.	1901	....
Pemberton & Hightstown (C&A):						
1st Mortgage endorsed	160,000	7	Jan. & July.	New York.	1877	....
Pennsylvania:						
1st Mort. } Harrisb. to Pittsb.	4,972,000	6	Jan. & July.	Philadelphia.	1880	101½
2d Mort. } Harrisb. to Pittsb.	2,594,000	6	April & Oct.	"	1875	97½
2d M. stg. } Harrisb. to Pittsb.	2,282,840	6*	" "	London.	1875	....
General Mortgage	15,784,500	6	J. A. J. & O.	Philadelphia.	1910	94½
State lien on whole property	5,924,717	5	April & Oct.	Harrisburg.	'71-'90	....
Debentures or Short Bonds	1,109,224	6	J, A. J. & O.	Philadelphia.	1871	....
Mortgages and ground rents	102,809	6	various.	"	var.	....
Pemberton & N. York (N.J.S.):						
1st Mortgage, guaranteed	$375,000	7	Jan. & July.	New York.	1890	....
Peninsula (C. & N. W.):						
1st Mortgage, guaranteed	855,000	7	March & Sept.	New York.	1898	91½
Peninsular (Mich. Ind. & Ill.):						
1st Mortgage...gold	1,800,000	7*	May & Nov.	New York.	1899	....
Pennsylvania and New York:						
1st Mortgage	1,500,000	7	June & Dec.	Philadelphia.	1896	98½
1st Mortgage	1,500,000	7	" "	"	1906	....
Penobscot and Kennebec (M. C.):						
1st Mortgage (Bangor Loan)	577,000	6	April & Oct.	Bangor.	1872	....
2d Mortgage	159,500	6	Feb. & Aug.	Boston.	1870	....
Peoria & Bureau Val (C.R.I.& P.):						
1st Mortgage guaranteed	600,000	8	Jan. & July.	New York.	1877	....
Peoria & Hannibal (C. B. & Q.):						
1st Mortgage, tax free	600,000	8	Jan. & July.	Boston.	1878	....
Peoria, Pekin and Jacksonville:						
1st Mort. of May 1, 1867	1,000,000	7	Jan. & July.	New York.	1894	....
2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	" "	1900	....
Peoria and Rock Island:						
1st Mortgage	1,500,000	7*	April & Oct.	New York.	1900	....
Perkiomen (Phila. & Rdg):						
1st Mortgage	610,200	6	April & Oct.	Philadelphia.	1897	85
Perth Amboy and Woodbridge:						
1st Mortgage, guaranteed	100,000	6	— & —	New York.	1886	....
Petersburg:						
Mortgage Bonds	3,094	6	Jan. & July.	New York.	1871	....
Mortgage Bonds	25,500	7	" "	" "	1865	....
Mortgage Bonds	266,500	8	" "	" "	'79-'98	....
Philadelphia and Baltimore Cent.:						
1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
1st Mortgage (Md. Div.)	300,000	6	" "	"	1891	....
Philadelphia and Erie (Penn.):						
1st Mortgage	5,000,000	6½	March & Sept.	Philadelphia.	1881	89½
2d Mortgage	3,000,000	7	Jan. & July.	"	1888	92½
3d Mortgage	3,598,000	6	" "	"	1920	....
1st Mortgage (Sunbury & Erie.)	1,000,000	6½	April & Oct.	"	1877	100
Philadelphia, Germant. & Norist:						
1st Mort. Convertible	25,400	6	Jan. & July.	Philadelphia.	1882	....
Philadelphia and Reading:						
Debenture Loan of 1861	100,000	6	Jan. & July.	Philadelphia.	1871	....
Debenture Loan of 1868	1,121,000	6	" "	"	1893	83
Debenture Loan of 1870	2,625,000	7	" "	"	1890	....
Mortgage Loan of 1857, conv	143,500	6	" "	"	1886	....
Mort. Loans of 1843-44-48 & 49.	1,521,000	6	" "	"	1880	95
Mortgage Loan of 1868	2,700,000	7	April & Oct.	"	1893	103
Sterling Loan of 1836	182,400	5*	Jan. & July.	London.	1880	....
Sterling Loan of 1843	976,800	6*	" "	"	1880	....
Sterling Loan of 1836	288,000	7*	" "	"	'72-'77	....
Philadelphia, Wilmington & Balt.:						
Mortgage, convertible	349,600	6	Jan. & July.	Philadelphia.	1884	....
Plain Bonds	600,000	6	April & Oct.	"	1871	....
Plain Bonds	400,000	6	" "	"	1876	....
Plain Bonds	1,000,000	6	" "	"	1887	....
Pittsburg, Cin. & St. Louis (Pa.):						
1st Mortgage, guaranteed	6,207,000	7	Feb. & Aug.	Philadelphia.	1890	....
2d Mort., conv. (Steubenv. & Ind.)	3,820,000	6	March & Sept.	"	....	74¾
Pittsburg & Connellsville (B.& O.):						
1st Mortgage, tax free	4,000,000	7	Jan. & July.	Baltimore.	1898	95½
2d Lien Balt. Loan	1,000,000	6	" "	"	1886	....
Turtle Creek Div. bonds	400,000	6	Feb. & Aug.	New York.	1889	....
Real Estate bonds	100,000	6	various.	Baltimore.	1883	....
Pittsburg, Ft. Wayne & Chicago:						
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York.	1912	106
1st Mortgage (Series B)	875,000	7	Feb. & Aug.	" "	1912	....
1st Mortgage (Series C)	875,000	7	March & Sept.	" "	1912	....
1st Mortgage (Series D)	875,000	7	April & Oct.	" "	1912	....
1st Mortgage (Series E)	875,000	7	May & Nov.	" "	1912	....
1st Mortgage (Series F)	875,000	7	June & Dec.	" "	1912	....
2d Mortgage (Series G)	860,000	7	Jan. & July.	" "	1912	102
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	" "	1912	....
2d Mortgage (Series I)	860,000	7	March & Sept.	" "	1912	....
2d Mortgage (Series K)	860,000	7	April & Oct.	" "	1912	....
2d Mortgage (Series L)	860,000	7	May & Nov.	" "	1912	....
2d Mortgage (Series M)	860,000	7	June & Dec.	" "	1912	....
3d Mortgage	2,000,000	7	April & Oct.	" "	1912	98
Bridge (O. & P. R. R.) bonds	153,000	7	May & Nov.	" "	1876	....
Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	" "	1874	....
Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	" "	1877	....
Port Huron & Lake Michigan:						
1st Mortgage of May 1, 1869	1,800,000	7*	May & Nov.	New York.	1899	....
Portland and Kennebec:						
1st Mort. (K.& P.R.R.) 1851-'61.	224,800	6	April & Oct.	Portland.	1883	....
Funded Int. bonds Oct. 1, 1863	22,648	6	" "	Boston.	1883	....
Consol. (P.& K.R.R.) Apr. 1, 1865	790,700	6	" "	"	1895	....
Portland loan	100,000	6	— & —	"	....	....
Stock certificates (Yarmouth)	202,400	6	April & Oct.	Portland.	....	....
Portland and Oxford Central:						
1st Mortgage of 1863	250,000	6	— & —	Portland.	1888	....
Port Royal:						
1st Mort. skg f'd conv...gold	2,800,000	7*	May & Nov.	Lond. & N. Y.	1889	....
Portsmouth, Gt. Falls & Conway:						
1st Mortgage	200,000	6	— & —	Boston.	1889	....
Potsdam & Watertown (R.W&O):						
1st Mortgage, guaranteed	345,500	7	June & Dec.	New York	'72-'74	....
Pougkeepsie and Eastern:						
1st Mort. conv. & tax free...gold	800,000	7*	Jan. & July.	New York.	1910	....
Providence, Warren and Bristol:						
1st Mortgage of 1868	55,000	8	June & Dec.	Providence.	1877	....
Quincy and Toledo (T., W.& W.):						
1st Mortgage, assumed	500,000	7	May & Nov	New York.	1890	90½
Quincy & Warsaw (C. B. & Q.):						
1st Mort. guar. and tax free	800,000	8	Jan. & July.	Boston.	1899	....
Raleigh and Gaston:						
1st Mortgage	50,000	8	Jan. & July.	Raleigh.	1877	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Reading and Columbia (P.& R.):						
1st Mortgage, guaranteed.....	$650,000	7	March & Sept.	Philadelphia.	1882	....
2d Mortgage, guaranteed.....	350,000	7	June & Dec.	"	1884	....
Rensselaer and Saratoga:						
1st Mortgage.....	150,000	7	Jan. & July.	New York	1873	....
2d Mortgage.....	300,000	7	" "	" "	1880	....
3d Mortgage.....	150,000	7	" "	" "	1887	....
1st Mortgage (S. & W.)assumed	400,000	7	March & Sept.	" "	1886	....
1st Mort. (T., S. & R.)assumed.	500,000	7	May & Nov.	" "	1890	....
1st Mortgage (G.F.Br.)assumed.	125,000	7	Jan. & July.	" "	1894	....
Richmond and Danville:						
Virginia skg fund Loan	600,000	6	Jan. & July.	New York.	1880	....
1st Mortgage guar. by Va.....	158,100	6	" "	" "	1875	82
Consolidated, Mort.....	1,722,600	6	May & Nov.	N. Y. & Rich.	'75-'90	79½
4th Mortgage.....	64,500	6	— & —	Richmond.	'73-'75	....
Bonds to Roanoke Val. R.R.Co.	129,600	6	Feb. & Aug.	"	'71-'76	....
Rich., Fredericksburg & Potomac:						
Sterling Bonds.....	67,777	6*	Jan. & July.	London.	1875	....
Dollar Bonds	124,489	6	" "	Richmond.	var	....
Dollar Bonds	274,228	7	" "	"	var	....
Richmond and Petersburg:						
Mortgage (old) various.....	151,296	var	various.	N. Y. & Rich.	var	....
Mortgage of April 1, 1870.....	175,000	8	April & Oct.	" "	'72-'80	....
Richmond and York River:						
1st Mortgage (new)	600,000	8	Jan. & July.	New York.	1898	....
Roanoke Valley (R. & Dan.):						
1st Mortgage, guaranteed.....	129,600	6	Feb. & Aug.	Richmond.	'71-'76	....
Rochester & Genesee Val. (Erie):						
1st Mortgage, guaranteed.....	70,000	6	Jan. & July.	New York.	1876	....
Rockford, R. Island & St. Louis:						
1st *Mortgage*, conv.,S.F. tax free.	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	....
Rocky River:						
1st Mortgage, of Oct. 1, 1868....	30,000	7	April & Oct.	Cleveland.	1873	....
Rome, Watertown & Ogdensb.:						
1st Mortgage,(general)Skg Fund	632,500	7	June & Dec.	New York.	1891	....
1st Mort. (W.& R.) Skg Fund..	796,900	7	March & Sept.	" "	1880	....
1st Mort. (Potsdam & Watert.).	345,500	7	June & Dec.	" "	'72-'74	....
Rondout and Oswego:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1890	90
Rutland (Verm. Central):						
Equip. Bonds of May 1, 1870 ...	500,000	7	May & Nov.	Boston.	1880	79½
Equip. Bonds of Sept. 1, 1870...	500,000	8	March & Sept.	"	1880	93
Rutland & Burlington (Rutland):						
1st Mort. conv. into pref. stock..	70,000	7	Feb. & Aug.	Boston.	1863	....
2d Mort. conv. into com. stock..	67,000	7	" "	"	1863	....
Saint Croix and Penobscot:						
1st Mort. (Cal. & Baring R.R.)..	95,200	6	Jan. & July.	Calais, Me.	1879	....
2d Mort. (" ")..	17,500	6	" "	"	1879	....
Calais Loan to Lewey's Isl.R.R.	130,000	6	June & Dec.	"	1876	....
St. Joseph & C.B.(K.C,St.J.&CB.):						
1st Mortgage (80 m. in Missouri)	1,400,000	10	March & Sept.	Boston.	1892	97
2d Mortgage (" ")...	339,500	8	June & Dec.	"	1874	91
St. Joseph & Denv. C.(E.D.112m.):						
1st Mort. of Aug. 14,1869 free..	1,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1899	102
St. Joseph & Denv.C.(W.D.160m):						
1st M. RR.lands of M'y14,'70,free	5,500,000	8*	Feb. & Aug.	NY.L'n & Fk.	1900	97½
St. Lawrence & Industry (Can.):						
1st Mortgage.....	250,000	8	Feb. & Aug.	London.	1887	....
St. Louis, Alton and Terre Haute:						
1st Mortgage (Series A) skg f'd.	1,100,000	7	Jan. & July.	New York.	1894	100
1st Mortgage (Series B) skg f'd.	1,100,000	7	April & Oct.	" "	1894	....
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	91
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....
2d Mortgage Income (Series E).	1,700,000	7	" "	" "	1884	81½
Equipment Mortgage	300,000	10	March & Sept.	" "	1894	....
St. Louis, Coun. Bluffs & Omaha:						
1st Mortgage, guaranteed...gold	16,000pm	7*	Jan. & July.	New York.	1901	....
St. Louis and Iron Mountain:						
1st Mortgage of Aug. 1, 1867 gold	4,000,000	7*	Feb. & Aug.	New York.	1892	96½
St. Louis, Jacksonville & Chicago:						
1st Mortgage of Mar. 16, 1864...	2,365,000	7	April & Oct.	New York.	1894	95
2d Mortgage of May 1, 1868	360,000	7	Jan. & July.	" "	1898	....
St. Louis, Lawr. & Denv.(Pacific):						
1st Mortgage, guaranteed...gold	1,020,000	6*	Jan. & July.	New York.	1901	....
St. Louis and Santa Fe:						
1st Mortgage.....	20,000pm	7	Jan. & July.	St. Louis.	1891	....
St. Louis and South Eastern:						
1st Mort. skg fund conv....gold	3,250,000	7*	May & Nov.	New York.	'94-'96	....
St. Louis and St. Joseph (N. Mo.):						
1st Mort.of Nov.2, 1868 guar.gold	1,000,000	6*	May & Nov.	New York.	1893	....
St. Louis, Van.& T. H. (T.H.&I.):						
1st Mortgage, S. F., guaranteed.	1,900,000	7	Jan. & July.	New York.	1897	....
2d Mortgage, S. F., guaranteed .	2,600,000	7	April & Oct.		1887	....
St. Paul and Chicago (M.& St.P.):				New York.		
1st Mort. of 1870.....gold	3,000,000	7*	J. A. J. & O.	" "	1900	....
St. Paul and Pacific 1st Division:						
1st Mort. (St.P.to St.Anth.10m.)	120,000	8	March & Sept.	New York.	1892	....
1st Mort.(St. Paul to Wab.80 m.)	700,000	7	Jan. & July.	" "	1892	....
Land Grant & 2d Mort. (80 m.)..	1,200,000	7	June & Dec.	" "	1892	....
General Mort. RR.& L.$2,020,000	.....	7	Jan. & July.	" "	....	....
General Mort., R.R. & Lands stg.	780,000	7*	" "	London.	....	....
1st M.(W.Line & L.)for$3,000,000	.....	7	— & —	New York.	....	....
2d M.(W.Line & L.)for $6,000,000	.....	7	— & —	" "	....	....
St. Paul and Sioux City:						
Land Stock on 400,000 acres....	2,400,000	8	J. A. J & J.	New York.	....	....
Salem (W. Jer.):						
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	....
Salem and Lowell (B. & L.):						
1st Mortgage guar.....	226,900	6	Feb. & Aug.	Boston.	1878	95½
Sand., Mansfield & Newark(B&O.)						
1st Mortgage guar. by B. & O ..	2,307,000	7	Jan. & July.	Baltimore.	1900	....
Saratoga & Whitehall (R. & S.):						
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....
Savannah, Griffin & North Ala.:						
1st Mort.of Jan. 1, 1871,on 44 m.	150,000	7	Jan. & July.	New York.		....

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where.	Due.	Price.
Savannah and Charleston:						
1st Mortgage(Sav. & Char. R.R.)	$406,500	7	Jan. & July.	New York.	1889	....
Bonds (C.& S.R.R.)guar by S.C.	505,000	6	May & Nov.	Charleston.	1870	....
Int. b'ds (C.& S.R.R.)gar.by S.C.	245,745	7	" "	" "	1889	....
Savannah and Memphis:						
1st Mort. guar. by Ala.....gold	16,000pm	8*	May & Nov.	New York.	1890	....
Schenectady and Susquehanna:						
1st Mortgage tax free.....gold	350,000	7*	Jan. & July.	New York.	1900	....
Schuylkill and Susquehanna:						
1st Mortgage, May 1, 1866	97,008	6	May & Nov.	Philadelphia.	1876	....
Scioto & Hocking Valley (M.& C.):						
1st Mort., assumed by M.& C.Co.	300,000	7	May & Nov.	Baltimore.	1896	....
Seaboard and Roanoke:						
1st Mortgage.....	210,000	7	— & —	Philadelphia.	1800	....
Selma and Gulf:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	— & —	New York.	1890	....
Selma, Marion and Memphis:						
1st Mortgage, guar. by Ala..gold	16,000pm	8*	March & Sept.	New York.	1889	....
Selma and Meridian:						
1st Mortgage (3d series).....	796,830	6	various.	— & —	var	....
Selma, Rome and Dalton:						
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....
2d Mortgage.....	6,000,000	7	— & —	" "	....	....
Shamokin Valley & Pottsv.(N.C.):						
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Baltimore.	1872	....
Sheboygan and Fond du Lac:						
1st Mortgage.....	750,000	7	June & Dec	New York.	1884	....
Shenango and Allegheny:						
1st Mort. of Oct. 1, 1869	520,000	7	April & Oct.	Philadelphia.	1889	....
Shore Line (N. Y. & N. H.):						
1st Mortgage, guaranteed.....	200,000	7	March & Sept.	New York.	1880	....
Sioux City and Pacific:						
1st Mortgage Jan. 1, 1868...gold	1,628,000	6*	Jan. & July.	New York.	1898	....
2d Mortgage (U.S. subsidy)..cur	1,628,320	6	" "	" "	1898	....
Sioux City and St. Paul:						
1st Mortgage, L. G. tax free	14,000pm	7	— & —	New York.	....	....
Somerset (Me. Central):						
1st Mortgage, June 1, 1871..gold	450,000	7*	June & Dec.	Boston.	1891	....
South Carolina:						
Sterling Loan Bonds.....	1,492,016	5*	Jan. & July.	London.	'78-'88	....
Domestic Bonds (H) 1866-'67...	306,500	7	April & Oct.	Charleston.	'71-'72	....
Domestic Bonds (G) 1862-'67...	342,500	6	Jan. & July.	"	'73-'74	....
Domestic Bonds (K) Jan. 1868..	1,272,000	7	April & Oct.	"	'88-'91	....
Domestic Bonds (special)Sep.'66	76,000	6	Jan. & July.	"	'80-'92	....
Real Estate Mortgage.....	80,733	7	various.	"	'71-'91	....
Mortgage, Jan. 1868 (L).....	800,500	7	Jan. & July.	New York.	'82-'88	....
South Georgia & Florida (A.& G):						
1st Mort. assumed by Atl.& Gulf	464,000	7	— & —	New York.	1890	....
2d Mort. " " "	200,000	7	— & —	"	1890	....
South Mountain Iron:						
1st Mortgage, Dec. 1, 1868.....	200,000	6	June & Dec.	Philadelphia.	1888	....
2d Mortgage, Mar. 1, 1869.....	181,000	7	March & Sept.	"	1884	....
South and North Alabama.						
1st Mort., endor. by Ala.,tax free	22,000 pm	8*	Jan. & July.	New York.	1890	....
South Pacific (Atl. & Pac.):						
1st Mort. assumed by A. & P...	7,250,000	6*	Jan. & July.	New York.	1888	....
South Shore (Mass.):						
1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	....
South Side (L. I.):						
1st Mortgage, Mar. 1, 1867	2,250,000	7	Mar. & Sept.	New York.	1887	92
South Side, Va. (A.M.& O.):						
1st Mort., consol. 1st pref.....	581,000	8	Jan. & July.	New York.	'84-'90	....
1st Mort., consol. 2d pref.....	619,300	6	" "	" "	'84-'90	....
4th Mortgage, consol. 3d pref....	458,100	6	" "	" "	'84-'90	....
Va. State Loan (net).....	708,102	6	" "	" "	long	....
Southern Central:						
1st Mortgage, skg fund conv.....	1,500,000	7	Jan. & July.	New York.	1900	....
Southern Iowa and Cedar Rapids:						
1st Mortgage .....gold	1,500,000	7*	May & Nov.	New York.	1900	...
Southern Minnesota:						
1st Mort., Apr. 1, 1868 tax free..	20,000pm	7	April & Oct.	New York.	1888	....
Southern (Cal.) Pacific:						
1st Mortgage for $28,000,000.gold	.....	6*	Jan. & July.	New York.	1901	....
Southern Pennsylvania:						
1st Mort. March 1, 1870.....gold	571,500	7*	March & Sept.	Philadelphia.	1890	....
2d Mort. Sept. 1, 1870.....gold	80,000	7*	" "	"	1880	....
South Western (Cen. of Ga):						
Mortgage Bonds, various.....	399,000	7	various.	Macon.	'77-'80	...
Mortgage Bonds, Muscogee R.R.	300,500	7	"	"	....	....
Spartanburg and Union:						
1st Mortgage, end. by S. Car ...	350,000	7	Jan. & July.	Charleston.	....	....
1st Mortgage not endorsed.....	198,370	7	" "	"	....	....
Springfield & Illinois S. Eastern:						
1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1890	....
Staten Island:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
Sterling Mountain:						
1st Mortgage.....	350,000	7	— & —	New York.	1874	....
Sullivan (Verm. Central):						
1st Mortgage, extended.....	500,000	6	Jan. & July.	Boston.	1875	....
2d Mortgage, extended	250,000	6	Feb. & Aug.	"	1880	....
Sullivan and Erie:						
1st Mortgage, skg fund conv....	1,000,000	7	May & Nov.	New York.	1886	...
Summit Branch:						
1st Mortgage.....	201,000	6	Jan. & July.	Philadelphia.	1875	....
Sussex:						
1st Mortgage.....	200,000	6	— & —	New York.	....	....
Swedesboro (W. Jer.):						
1st Mortgage, guaranteed.....	171,000	6	— & —	Camden.	....	....
Syracuse, Bing. & N.Y. (DL&W):						
1st Mortgage.....	1,695,825	7	April & Oct.	New York.	1877	....
Tebo and Neosho (M. K. & T.):						
1st Mort. assumed by M.K.& T.	2,000,000	7*	June & Dec.	New York.	1903	....
Terre Haute & Indianapolis:						
1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable. When.	Interest Payable. Where	Due.	Price.
Tioga:						
1st Mortgage	$243,000	7	May & Nov.	New York.	1872	....
Toledo, Peoria and Warsaw:						
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	95
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	" "	1896	92
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	" "	1886	84⅞
Equipment sinking fund	94,000	8	Jan. & July.	" "	1879	....
Consolidated Bond Class A	1,406,000	7	May & Nov	" "	1911	....
Toledo, Wabash and Western:						
1st Mort. (Tol. & Ill., 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	97
1st M.(L.Erie, W.& St.L. 167 m.)	2,500,000	7	" "	" "	1890	....
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	" "	1878	93½
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	" "	" "	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	" "	" "	1883	88½
Consol. M. (T., W. & W. 500 m.)	2,700,000	7	F. M. A. & N.	" "	1907	91
Decatur & East St. Louis 109 m.	2,700,000	7	" "	" "	1900	92
Troy and Boston:						
1st Mortgage	300,000	7	Jan. & July.	New York.	1887	....
2d Mortgage	300,000	7	April & Oct.	" "	1885	....
3d Mortgage	650,000	7	May & Nov.	" "	1875	....
Convertible Bonds	648,000	7	" "	" "	1882	....
Troy, Salem & Rutland(R.& Sar.):						
1st Mortgage, guaranteed	500,000	7	May & Nov.	New York.	1894	....
Troy Union:						
1st Mortgage, guaranteed	500,000	6	Jan. & July.	New York.	1873	....
2d Mortgage, guaranteed	360,000	6	" "	" "	1878	....
Union Pacific:						
1st Mortgage, tax free	27,237,000	6*	Jan. & July.	N.Y.&Boston	'95-'99	92⅞
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1889	81½
Income Mortgage	10,000,000	10	March & Sept.	"	1874	87
2d Mortgage (U. S. subsidy)	27,236,512	6	Jan. & July.	N.Y.&Boston	'95-'99	....
Union Pacific—Central Branch:						
1st Mortgage	1,600,000	6*	May & Nov.	New York.	1895	....
2d Mortgage (U.S. subsidy)	1,600,000	6	Jan. & July.	" "	1895	....
Union Pacific, E. D. (see K. Pac.):						
Union Pacific, S. Br. (M.K.& T.):						
1st M.R.R.342m.& 1,300,000 acres	4,145,000	6*	Jan. & July.	New York.	1899	....
Union and Titusville:						
1st Mortgage	500,000	7	Jan. & July.	Philadelphia.	1890	....
Utica and Black River:						
1st Mortgage, July 1868	150,000	7	Jan. & July.	New York.	1878	....
Vermont Central:						
1st Mortgage	3,000,000	7	June & Dec.	Boston.	1886	82
2d Mortgage	1,500,000	7	" "	"	1891	34
Equip. Loans of 1866-'67	1,000,000	8	May & Nov.	"	'76-'77	100
Equip. Loans of 1867	1,000,000	8	" "	"	1889	100
Stanstead,Shefford & Cham. b'ds	500,000	7	Jan. & July.	"	1887	82½
Guar. Stock (Vt. & Ca.)	2,000,000	8	June & Dec.	"	....	99½
Vermont and Massachusetts.						
1st Mortgage	550,000	6	Jan. & July.	Boston.	1883	92½
Convertible tax free, bonds	200,000	7	" "	"	1879	100
Vermont Valley (Vt. Central):						
1st Mortgage	386,000	7	April & Oct.	New York.	1860	....
1st Mortgage	114,000	6	" "	Boston.	1860	....
1st Mortgage	293,200	7	" "	New York.	1859	....
Vicksburg and Meridian:						
General Mort., 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	....
" " 2d series (blue)	850,000	7	" "	"	1890	....
" " 3d series (black)	154,000	7	" "	"	1890	....
" " (not endorsed)	1,273,000	7	April & Oct.	"	1890	....
Special Loan	225,438	8	Jan. & July.	"	1880	....
Vineland:						....
1st Mortgage	750,000	7	April & Oct.	New York.	1890	....
Virginia & Tennessee(A.M.& O.):						
1st Mortgage	494,000	6	Jan. & July.	New York.	1873	94½
2d Mortgage	4,000	6	" "	" "	1869	79½
3d Mortgage	990,000	6	" "	" "	1884	....
Income Mortgage	113,000	6	" "	" "	1866	....
4th Mortgage	846,000	8	" "	" "	1900	88
Registered Certificates	116,129	8	" "	Richmond.	1880	....
Interest Funding Bonds	204,200	8	" "	New York.	1880	....
Wallkill Valley (20,000 per mile):						
1st Mortgage	350,000	7	April & Oct.	New York.	1910	....
Ware River (N. & N.):						
1st Mortgage for $1,000,000	239,300	7	Jan. & July.	Boston.	1890	....
Warren (D. L.& W.):						
1st Mortgage, guaranteed	511,400	7	Feb. & Aug.	New York.	1875	....
Warwick Valley (Erie):						
1st Mortgage	85,000	7	April & Oct.	New York.	1880	....
Washington and Ohio:						
1st Mortgage 1868 for $8,000,000	.....	7	May & Nov.	New York.	1898	....
Watertown & Rome (R.W. & O.):						
2d Mortgage	3,000	7	March & Sept.	New York.	1871	....
Sinking Fund	796,900	7	" "	" "	1880	....
Westchester and Philadelphia:						
1st Mortgage, convertible	400,000	7	Jan. & July.	Philadelphia.	1873	100
3d Mortgage (8s compromised)	557,400	6	April & Oct.	"	1878	....
Western Alabama:						
Mortgage consolidated guar.	1,200,000	8	April & Oct.	New York.	1900	....
1st Mortgage (before consolid.)	600,000	8	" "	" "	1888	....
1st Mortgage(M.& W.Point R.R.	750,000	8	Jan. & July.	" "	1881	....
Western (B. & Albany):						
Sterling Bonds	1,619,520	5*	April & Oct.	London.	1871	....
Albany Loan(A.& W.Stckbdge)	500,000	6	Jan. & July.	Boston.	1876	....
Dollar Bonds	753,500	6	April & Oct.	"	1875	98
Western Maryland:						
1st Mortgage	600,000	6	Jan. & July.	Baltimore.	1890	90
2d Mortgage preferred	600,000	6	" "	"	1890	80
Bonds endorsed by Balt	600,000	6	" "	"	1890	95⅞
Bonds (July 1, 1870) endor.by B.	1,400,000	6	" "	"	1890	96
Western North Carolina (E.D.):						
1st Mortgage, Mar. 1, 1870	1,400,000	8	Jan. & July.	New York.	1890	....
Western Pennsylvania (Penn.):						
1st Mortgage, (E. Div.) guar.	800,000	6	April & Oct.	Philadelphia.	1893	83
1st Mortgage (Pittsb. Div.)guar.	1,000,000	6	Jan. & July.	"	1896	....
Western Union (M.& St. P.):						
1st Mortgage for $5,000,000	$3,275,000	7	Feb. & Aug.	New York.	1896	....
West Jersey:						
Loan of Mar. 1861,guar. by C.&A.	400,000	6	March & Sept.	Camden.	1883	....
1st Mortgage, Jan. 1, 1866	1,000,000	6	Jan. & July.	"	1896	95½
Consolidated mort. Apr. 1, 1869.	979,000	7	April & Oct.	"	1899	102
West Shore Hudson River:						
1st Mortgage	676,300	7	— & —	New York.	....	....
West Wisconsin:						
1st M. L. G., stg. conv. £800,000.	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1885	....
Wicomico and Pocomoke:						
1st Mortgage	200,000	6	Jan. & July.	Philadelphia.	1888	....
Williamston and Tarboro':						
1st Mortgage coupon	350,000	8	May & Nov.	New York.	1900	....
Wilm., Charlotte & Rutherford:						
1st mortgage	1,000,000	8	Jan. & July.	New York.	'87-'97	....
1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	'87-'97	....
Wilmington and Reading:						
1st Mortgage	2,250,000	7	April & Oct.	Philadelphia.	1900	99
2d Mortgage	262,200	7	Jan. & July.	"	1902	....
Wilmington and Weldon:						
Sterling Loan	576,888	6	Jan. & July.	London.	1881	....
Sterling Loan	197,777	7	May & Nov.	"	1885	....
Sinking Fund Bonds	710,000	7*	Jan. & July.	New York.	1896	96
Winona & St. Peter (C. & N. W.):						
1st Mortgage	20,000pm	7	Jan. & July.	New York.	....	89
2d Mortgage	12,000pm	7	May & Nov.	" "	....	....
Canal Bonds.						
Chesapeake and Delaware:						
1st Mortgage	2,039,150	6	Jan. & July.	Philadelphia.	1886	94
Chesapeake and Ohio:						
Maryland State Loan	2,000,000	6	J A. J. & O.	Baltimore.	1870	....
Sterling, Loan guaranteed	4,375,000	5*	" "	London.	1890	....
Preferred Bonds	1,699,500	6	Jan. & July.	Baltimore.	1885	....
Delaware Division (L.C. & W.):						
1st Mortgage, guaranteed	800,000	6	Jan. & July.	Philadelphia.	1878	....
Delaware and Hudson:						
Mortgage bonds tax free	1,500,000	7	May & Nov.	New York.	1877	....
Mortgage bonds of 1870, tax free	3,500,000	7	Jan. & July.	" "	1884	....
Delaware and Raritan (See Camden and Amboy R. R.)						
Erie of Pennsylvania:						
Bonds (original)	743,654	7	Jan. & July.	Philadelphia.	1865	....
Bonds for Interest prior to 1850.	161,960	7	" "	"	1873	....
Lehigh Coal and Navigation:						
Mortgage Loan	5,655,100	6	J. A. J. & O.	Philadelphia.	1884	9½
Mortgage Loan	2,000,000	6	" "	"	1897	93½
Gold Loan	5,000,000	6*	June & Dec.	"	1897	99½
Gold Loan	980,000	6*	" "	"	1894	95
Convertible Loan	1,996,879	6	" "	"	1877	96
Monongahela Navigation:						
1st Mortgage	103,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage	7,000	6	" "	"	1875	....
Morris (and Banking):						
1st Mortgage	500,000	6	April & Oct.	Jersey City.	1884	93
2d Mortgage	285,000	6	" "	" "	1876	91
Boat Loan, sinking fund	236,965	7	" "	" "	1885	90
Dividend Scrip	103,164	7	— & —	" "	....	....
Pennsylvania:						
1st Mortgage	1,632,000	6	Jan. & July.	Philadelphia.	1887	76½
Schuylkill Navigation:						
1st Mortgage	1,751,213	6	March & Sept.	Philadelphia.	1872	82
2d Mortgage	4,006,670	6	Jan. & July.	"	1882	79⅞
Plain Bonds	171,354	6	— & —	"	1876	77
Improvement bonds	305,500	6	May & Nov.	"	1870	88
Boat and Car Loan 1863	800,000	6	— & —	"	1888	....
Boat and Car Loan 1864	633,650	7	— & —	"	1889	82½
Susquehanna (S. & Tide Water):						
1st Mortgage	227,500	6	Jan. & July.	Philadelphia.	1894	76½
2d Mortgage	700,000	6	" "	"	1885	....
3d Mortgage stg	872,667	6*	" "	London.	1878	....
Tide-Water (Susq. & Tide-W.):						
1st Mortgage	97,810	6	Jan. & July.	Baltimore.	1894	....
2d Mortgage	300,000	6	" "	"	1885	....
3d Mortgage	436,333	6	" "	London.	1878	....
Union:						
1st Mortgage	3,000,000	6	May & Nov.	Philadelphia.	1883	15
West Branch and Susquehanna:						
1st Mortgage, sinking fund	450,000	6	June & Dec.	Philadelphia.	1878	....
2d Mortgage	297,000	6	May & Nov.	"	1888	....
3d Mortgage	13,000	6	" "	"	1868	....
Wyoming Valley (Penna.):						
1st Mortgage, assumed by Pa.	600,000	6	Jan. & July.	Philadelphia.	1878	96½
Miscellaneous.						
American Dock & Improvement:						
1st Mort. guar. by C. R. R. Co.	2,000,000	7	Jan. & July.	New York.	1886	100
Consolidated (Md.) Coal:						
1st Mortgage, convertible	750,000	7	Jan. & July.	New York.	1885	....
Pennsylvania Coal:						
1st Mortgage	566,000	7	Feb. & Aug.	Philadelphia.	1881	....
Long Dock:						
Mortgage Bonds, guaranteed	2,500,000	7	June & Dec.	New York.	1872	98
Mariposa:						
1st Mortgage	1,500,000	7	Jan. & July.	New York.	18—	....
2d Mortgage	2,000,000	7	April & Oct.	" "	1881	....
Quicksilver:						
1st Mortgage	500,000	7*	June & Dec.	New York.	1873	....
2d Mortgage	1,000,000	7*	Jan. & July.	" "	1879	....
Western Union:						
1st Mortgage (S. F.) convertible.	4,534,000	7	May & Nov.	New York.	1875	....
2d Mortgage	89,500	7*	Jan. & July.	" "	1873	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An *asterick* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (....) signify "not ascertained."
Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "§."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net.	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Sept. 30 1870	60.0	—	1.0	125.0	3	3	3	56	Adirondac ..... New York.	2,881,918	*	.....	.....	3,763,000	930,000	1,766,923	—	60.0	31,188	405,771	635,940	67,324	18,116	—	100	....
May 31, 1871	296.0	—	14.8	—	20	20	5	400	Alabama and Chattanooga..... Alabama.	10,500,000	*	.....	—	2,700,000	7,893,000	2,500,009	—	296.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	142.0	22.0	19.8	—	25	21	12	273	Albany and Susquehanna ¶ ... New York.	7,108,372	682,644	.....	.....	3,067,800	4,154,925	414,921	—	164.0	470,439	10,229,585	15,998,713	880,703	57,597	—	100	98½
Jan. 31, 1871	132.0	—	37.9	112.0	35	23	7	1,202	Allegheny Valley..... Pennsylvania.	10,234,814	*	984,551	8,379	2,256,350	7,511,000	674,165	786,229	132.0	.....	11,311,323	43,298,584	1,705,033	931,851	—	50	....
Jun. 30, 1870	26.5	5.0	6·8	—	8	8	5	124	Androscoggin ..... Maine.	800,000	*	.....	.....	.....	425,000	.....	.....	68.0	139,949	.....	.....	204,703	83,007	—	100	....
Dec. 31 .1871	20.5	—	5.0	—	5	10	2	23	Annapolis and Elkridge..... Maryland.	445,000	*	—	—	350,000	—	—	—	20.5	.....	.....	.....	.....	.....	—	50	....
Mar. 31, 1871	23.0	—	1.8	—	—	—	—	—	Ashuelot..... New Hampshire.	506,000	—	—	—	246,038	150,000	—	—	—	(Leased	and oper.	by Cheshi	re.) 7,500	7,500	—	100	....
Dec. 31, 1870	34.0	—	....	89.0	6	5	4	108	Atchison, Topeka & Santa Fe.... Kansas.	.....	.....	.....	—	1,815,000	930,000	—	—	42.0	87,679	.....	.....	182,580	78,839	—	100	....
May 31, 1871	53.0	—	....	172.0	...	...	...	....	Atlanta & Rich. Air-Line ¶. Ga. S.C. & N.C.	.....	.....	.....	—	.....	848,000	—	—	—	.....	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	86.7	—	8.9	—	18	6	6	119	Atlanta and West Point ..... Alabama.	1,200,129	*	2,500	138,030	1,232,200	27,000	3,672	77,787	86.7	.....	.....	.....	453,715	186,011	8	100	....
Dec. 31, 1870	387.3	38.18	141.4	—	166	80	35	3,475	Atlantic and Great West. N.Y. Penn. & O.	59,598,596	*	.....	.....	29,598,693	29,999,000	.....	—	565.8	4,351,608	54,139,269	232,353,696	4,434,101	778,868	—	50	....
Dec. 31, 1870	237.0	107.0	16.3	—	26	19	32	242	Atlantic and Gulf ¶..... Georgia.	7,073,388	*	806,698	278,879	4,512,864	2,986,200	659,901	.....	344.6	616,110	.....	.....	1,031,971	395,817	—	100	....
May 31, 1870	95.0	—	5.0	—	9	7	3	66	Atlantic and North Carolina ¶. N.Carolina.	2,177,028	*	.....	.....	1,795,225	200,000	87,772	83,511	95.0	94,598	.....	.....	109,860	24,119	—	100	....
Mar. 31, 1870	292.0	—	13.0	35.5	34	25	—	825	*Atlantic and Pacific* ¶..... Missouri.	25,250,000	*	.....	.....	15,000,000	10,250,000	.....	—	....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	150.0	—	15.0	—	—	—	—	—	Atlantic and St. Lawrence. Me., N.H. & Vt.	9,329,287	—	—	.....	3,994,900	3,149,920	175,197	—	—	(Leased	& oper. by	Grand Tr	unk.	.....	4	100	....
Sept. 30, 1870	15.5	—	0.5	—	2	2	2	3	Avon, Geneseo and Mount Morris .. N. Y.	217,812	*	—	.....	194,250	20,000	.....	—	15.5	20,032	500,053	61,100	32,944	12,480	2½	100	....
Nov. 30, 1870	51.2	2.0	4.1	—	—	—	—	—	Bald Eagle Valley ..... Pennsylvania.	1,050,000	*	—	—	550,000	471,200	—	—	—	—	—	—	80,587	80,587	7	50	....
Sept. 30, 1870	379.6	—	453.0	—	324	164	35	5,438	Baltimore and Ohio ¶ .... Md. & W. Va.	30,027,824	*	16,444,220	1,263,620	16,550,362	11,346,371	463,880	21,375,051	454.6	.....	.....	.....	8,427,728	2,974,268	8	100	150
Sept. 30, 1870	30.0	—	30.0	—	—	—	—	—	Washington Branch ¶ ..... Maryland.	1,650,000	—	—	375,984	1,650,000	20,000	—	355,984	30.0	.....	.....	.....	381,924	182,686	10	100	135
Sept. 30, 1870	103.5	—	17.0	—	—	—	—	—	Parkersburg Branch.. .... W. Virginia.	—	—	—	—	5,680,685	—	1,893,629	—	103.5	.....	.....	.....	561,885	—	—	100	....
May 31, 1871	73.0	—	2.5	—	...	...	...	....	Baltimore and Potomac..... Maryland.	5,000,000	*	—	—	2,000,000	3,000,000	—	—	—	—	—	—	—	—	—	100	....
May 31, 1871	33.0	—	1.7	—	2	2	1	37	Belfast and Moosehead Lake..... Maine.	950,580	50,000	—	—	625,000	150,000	105,000	—	—	—	—	—	36,000	36,000	—	100	....
Dec. 31, 1870	21.2	1.5	2.3	—	5	2	—	60	Bellefonte and Snow Shoe.. Pennsylvania.	323,291	118,768	256,941	—	600,000	99,000	.....	—	267.0	54,310	.....	.....	103,893	16,744	1½	50	....
May 31, 1871	56.0	—	4.5	—	—	—	—	—	Bellville and Southern Illinois.... Illinois.	.....	.....	.....	—	.....	1,100,000	.....	—	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	67.0	—	8.0	—	23	20	6	879	Belvidere Delaware ..... New Jersey.	4,125,366	*	—	.....	995,800	2,244,500	970,468	—	80.0	.....	.....	.....	872,227	237,794	—	100	....
Dec. 31, 1870	21.1	—	—	....	—	—	—	80	Berkshire..... Massachusetts.	500,000	100,000	—	—	600,000	—	—	—	—	.....	.....	.....	42,000	33,293	5½	100	77½
Dec. 31, 1870	15.6	—	5.4	—	—	—	—	—	Blossburg and Corning..... New York.	582,346	—	—	—	250,000	48,000	—	—	—	(Leased	& oper. by	Fall Brook	Coal Co.)	12,500	5	100	....
Sept. 30, 1870	200.6	49.7	289.0	—	163	118	40	3,045	Boston and Albany.... Mass. & N. York.	21,938,629	*	2,154,639	1,701,178	19,413,200	1,764,520	484,370	4,132,356	268.9	.....	.....	10 mos.	5,785,987	863,186	10	100	149
Sept. 30, 1870	41.6	1.3	7.0	—	13	17	10	205	Boston, Clinton and Fitchburg ..... Mass.	1,205,983	395,035	100,000	68,790	872,600	800,500	188,652	30,842	65.0	.....	.....	10 mos.	286,281	56,416	—	100	65
Mar. 31, 1871	93.5	—	9.6	....	18	20	16	373	Boston, Concord and Montreal ..... N. H.	2,850,000	*	267,192	218,838	1,800,000	1,050,000	10,667	475,913	124.3	.....	8,056,920	4,501,200	572,495	126,000	6	100	....
Sept. 30, 1870	117.0	—	17.7	283.0	23	35	10	419	Bos., Hart. and Erie ¶. M., R.I., Ct. & N.Y.	.....	.....	.....	.....	.....	.....	.....	.....	177.0	.....	.....	10 mos.	470,732	110,948	—	100	11
Sept. 30, 1870	26.7	10.9	37.6	—	32	38	18	780	Boston and Lowell..... Mass.	2,469,955	183,345	1,002,043	131,677	2,215,000	255,000	354,844	932,176	67.5	.....	.....	10 mos.	934,754	186,879	8	100	144
Sept. 30, 1870	74.2	8.8	64.3	—	46	80	24	1,021	Boston and Maine..... Mass., N. H. & Me.	5,171,995	*	302,258	450,000	4,471,274	—	450,000	1,002,978	144.1	.....	.....	10 mos.	1,563,658	511,550	10	100	140½
Sept. 30, 1870	51.3	7.7	55.0	—	32	51	12	464	Boston and Providence..... Mass. & R. I.	3,730,169	*	462,130	237,510	3,700,000	—	225,487	504,422	59.0	.....	.....	10 mos.	1,049,125	279,504	10	100	152½
Jun. 30, 1871	242.0	—	12.0	—	13	12	6	142	Brunswick and Albany..... Georgia.	10,878,000	*	—	—	4,898,000	5,980,000	.....	—	....	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	26.0	—	2.0	—	—	—	—	—	Buff., Bradford and Pittsb.. Penn. & N. Y.	2,869,500	—	.....	.....	2,286,000	583,500	.....	—	—	(Le	ased & op	erated by	Erie.)	.....	—	100	....
Sept. 30, 1870	43.2	—	4.0	—	6	7	3	23	Buff., Corry and Pittsb.... N. Y. & Penn.	1,366,250	127,370	.....	.....	428,717	700,000	443,664	—	43.2	136,547	2,467,180	4,666,007	264,807	78,004	—	100	....
Jun. 30, 1871	161.0	—	16.0	—	—	—	—	—	Buffalo and Lake Huron..... Canada.	6,492,790	—	.....	.....	2,625,000	3,867,790	.....	—	—	(Leased	& oper. by	Grand Tru	nk.)	250,000	1½	100	....
Sept. 30, 1870	142.0	—	13.0	—	28	32	9	428	Buffalo, New York & Erie... N.Y. & Penn.	3,396,088	*	.....	.....	950,000	2,389,000	.....	.....	—	(Leased	& oper. by	Erie.)	.....	—	7	100	....
Sept. 30, 1870	20.0	—	1.0	96.0	2	2	1	16	Buffalo and Washington ... Penn. & N. Y.	587,292	43,929	.....	.....	498,552	—	107,655	—	....	31,934	1,843,617	392,178	54,455	10,609	—	100	....
Dec. 31, 1870	163.0	—	6.0	87.0	15	7	2	250	Burl., Cedar Rapids and Minnesota. Iowa.	4,878,000	816,333	.....	.....	2,445,000	2,445,000	.....	—	....	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	279.0	53.7	—	—	53	22	13	936	*Burlington and Missouri River*..... Iowa.	11,381,183	1,478,678	133,071	.....	1,638,132	10,855,700	.....	2,156,846	....	.....	.....	.....	2,156,846	1,041,042	—	100	111
May 31, 1871	55.0	—	—	125.0	—	—	—	—	Burlington and Missouri River.. Nebraska.	.....	.....	.....	.....	.....	3,360,000	.....	—	—	(Operat	ed by Bur	lington &	Mo. River	.)	—	100	70
Apr. 30, 1871	45.0	—	—	302.0	3	—	—	—	Burlington and Southwestern. Iowa & Mo.	.....	.....	.....	.....	1,000,000	400,000	.....	—	—	(Operat	ed by Chi	cago, Burl	ington &	Quincy.	—	100	....
Dec. 31, 1870	60.0	81.0	4.0	—	15	14	5	201	California Pacific..... California.	6,000,000	*	.....	.....	3,500,000	2,500,000	.....	—	141.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	61.2	31.1	102.0	—	...	...	...	....	Camden and Amboy..... New Jersey.	12,527,160	*	.....	.....	5,847,800	9,570,059	.....	.....	....	.....	.....	.....	.....	.....	10	100	126½
Dec. 31, 1870	23.0	7.1	2.3	—	—	—	—	—	Camden and Burlington Co.. New Jersey.	715,362	—	—	—	332,925	338,000	44,437	—	—	(Leased	& oper. by	Camd. and	Amboy.)	42,432	6	100	....
Dec. 31, 1870	60.0	—	4.2	....	8	34	6	89	Camden and Atlantic..... New Jersey.	1,762,832	328,543	30,550	209,162	1,130,795	990,100	159,473	50,699	60.0	.....	.....	.....	334,444	159,229	—	50	60
Sept. 30, 1870	64.9	1.0	30.7	—	8	15	7	139	Cape Cod ..... Mass.	1,454,779	*	8,220	98,127	915,577	125,000	51,424	469,124	65.9	.....	.....	10 mos.	212,924	62,011	5	100	81½
Dec. 31, 1870	41.3	—	—	—	3	12	—	—	Cape May and Millville..... New Jersey.	818,449	*	—	—	447,000	200,000	211,274	—	—	(Leased	and oper. b	y West J	ersey.)	—	6	100	....
Sept. 30, 1870	20.0	4.0	7.5	—	6	3	2	468	Catasauqua and Fogelsville..... Penn.	742,157	*	—	.....	426,900	—	—	—	24.0	97,775	.....	.....	158,742	72,720	6	25	....
Dec. 31, 1870	65.0	2.5	5.0	—	21	9	5	585	Catawissa..... Penn.	3,826,500	*	.....	.....	3,359,500	441,850	.....	.....	67.5	327,491	.....	.....	655,812	231,106	—	50	36½
Sept. 30, 1870	34.6	—	3.4	—	—	—	—	—	Cayuga and Susquehanna..... New York.	589,110	—	—	.....	589,110	—	—	—	—	(Leased	and oper.	by Dela., L	. and W.)	54,000	9	100	....
Sept. 30, 1870	14.0	—	0.5	—	2	—	—	—	Cazenovia and Canastota..... New York.	473,768	*	—	—	281,164	200,600	—	—	14.7	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	76.0	—	3.8	—	—	—	—	—	Cedar Falls and Minnesota ..... Iowa.	3,174,000	—	—	—	1,587,000	1,587,000	—	—	—	(Leased	and oper. b	y Illinois	Central.)	.....	—	100	....
Dec. 31, 1870	271.6	2.5	18.7	—	—	—	—	—	*Cedar Rapids and Missouri River*... Iowa.	11,235,000	—	—	—	7,620,000	3,615,000	—	—	—	(Leased	and oper. b	y Chic. an	d N.W.)	479,675	—	100	....
Jun. 30, 1870	100.0	—	15.0	250.0	6	5	2	124	Central Br., Union Pacific R.R.... Kansas.	3,723,700	*	.....	.....	1,000,000	3,200,000	.....	—	100.0	.....	.....	10 mos.	182,563	.....	—	100	....
Nov. 30, 1870	192.0	92.00	25.9	—	52	44	30	776	Central of Georgia..... Georgia.	4,680,940	*	797,280	1,106,298	4,666,500	789,000	1,012,046	106,552	541.5	.....	.....	.....	3,764,493	1,299,043	10	100	....
Dec. 31, 1870	185.0	—	4.6	43.0	24	16	5	512	Central of Iowa..... Iowa.	8,510,000	*	—	—	5,550,000	2,960,000	—	—	—	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	74.0	—	102.5	—	117	113	18	1,677	Central of New Jersey..... New Jersey.	10,296,817	2,674,000	4,645,170	2,210,558	15,000,000	3,2 1,000	1,568,042	—	97.0	2,345,045	40,499,888	158,096,552	4,393,514	1,881,297	8	100	109
Dec. 31, 1870	137.0	—	17.9	—	—	—	—	—	Central Ohio..... Ohio.	5,500,000	*	—	.....	3,000,000	2,500,000	—	.....	—	(Leased	& oper. by	B.& Ohio.)	842,436	68,323	—	100	33½
Dec. 31, 1870	881.0	164.5	65.0	—	179	193	33	3,645	*Central Pacific of California* ¶.. California.	125,350,969	*	.....	.....	54,901,960	71,349,000	.....	.....	....	3,502,103	.....	.....	7,920,711	3,860,146	—	100	....
Dec. 31, 1870	194.6	—	16.0	—	22	16	6	185	Charlotte, Columbia & Aug. N.C.S.C. & Ga.	4,959,217	*	157,492	228,100	2,371,300	1,233,295	754,521	801,193	194.6	.....	.....	.....	560,474	270,931	—	100	....
Sept. 30, 1870	17.4	—	8.7	—	—	—	—	—	Chemung..... New York.	400,000	—	—	—	380,000	—	—	.....	—	(Oper.	by Erie &	N.Centrl.)	30,000	.....	6	100	....
Sept. 30, 1870	40.0	—	4.0	—	2	1	2	—	Cheraw and Darlington..... S. Carolina.	600,000	*	—	—	392,011	225,000	42,300	.....	40.0	.....	.....	.....	32,290	28,219	—	100	....
Sept. 30, 1870	23.9	—	0.8	—	—	—	—	—	Cherry Valley, Sharon & Albany... N. Y.	600,000	—	—	—	275,000	300,000	10,000	.....	—	(Leased	& oper. by	Del. & Hu	d. C. Co.)	.....	—	100	....
Sept. 30, 1870	227.4	—	28.1	200.5	35	21	13	310	Chesapeake and Ohio..... Va. & W. Va.	8,375,734	751,588	35,630	1,152,757	3,354,027	6,919,962	.....	.....	227.4	427,428	6,086,373	7,213,298	677,325	59,886	—	100	....
Sept. 30, 1870	53.6	—	13.0	—	25	20	9	392	Cheshire..... New Hampshire.	2,367,041	322,266	44,000	198,490	2,085,925	807,000	—	168,872	63.8	468,288	.....	10 mos.	616,764	94,372	2	100	....
Oct. 31, 1870	21.5	—	1.5	—	—	—	—	—	Chester Valley ..... Pennsylvania.	1,371,000	—	.....	.....	871,900	500,000	455,000	.....	—	(Leased	and oper.	by Phila.a	nd Read.)	.....	—	50	....
Dec. 31, 1870	242.0	80.0	51.1	—	108	60	21	2,256	Chicago and Alton ..... Illinois.	13,881,923	*	1,860,062	552,625	11,350,972	4,137,813	520,584	285,238	511.0	2,966,664	.....	.....	4,849,405	2,063,299	10	100	117
Apr 30, 1871	400.0	—	167.0	—	175	84	45	3,053	Chicago, Burlington and Quincy.. Illinois.	16,871,090	4,723,545	9,295,928	1,964,317	16,590,510	11,569,459	1,888,023	2,797,889	642.0	4,113,932	56,320,468	206,949,525	7,207,685	2,779,011	10	100	132½

Dec. 31, 1870	73.0	—	3.7	30.0	5	4	2	168	Chicago, Cincinnati and Louisville ...Ind.	2,500,000	156,000	10,000	...	1,500,000	1,000,000	...	—	73.0	(Re-orga	niza. of Ci	n. Peru &	Chic.)]	...	—	106	...
Dec. 31, 1870	72.0	—	1.3	63.0	13	6	2	160	Chicago, Danville and Vincennes.....Ill.	...	...	...	...	2,500,000	2,500,000	...	—	....	(Is now	completed	to Danv.)	...	...	—	100	...
Dec. 31, 1869	82.5	—	16.7	—	—	—	—	—	Chicago, Iowa and Nebraska .....Iowa.	5,000,000	...	...	...	3,916,000	810,000	...	—	—	(Leased	& oper. by	C.&N.W.)	1,220,882	557,950	10	100	113½
May 31, 1871	834.4	—	192.4	246.0	264	166	113	6,181	Chicago and N. West'n. Ill., Wis. & Mich.	52,000,659	*	1,832,950	...	35,135,973	18,049,000	1,188,257	333,559	1,156.0	...	100,862,521	268,417,381	11,694,914	5,383,408	10	100	75¾
Jun. 30, 1871	200.0	24.0	....	—	8	6	4	140	Chicago and Michigan Lake Shore..Mich.	8,000,000	*	...	...	4,000,000	4,000,000	—	—	....	(Will be	completed	in 1871.)	...	...	—	100	...
Mar. 31, 1871	494.0	50.5	109.5	—	145	63	26	2,965	Chicago, Rock Island & Pacific. Ill. & Iowa.	26,793,243	*	439,304	1,354,451	17,000,000	8,717,743	59,988	2,719,378	591.0	3,610,117	44,609,479	151,864,519	6,028,287	2,622,828	8	100	111½
Jun. 30, 1871	270.0	—	8.6	—	...	...	...	...	Chicago and South Western..Iowa & Mo.	12,000,000	*	...	...	7,000,000	5,000,000	—	—	....	(Will be	completed	in 1871.)	...	...	—	100	...
Dec. 31, 1870	36.5	—	2.5	—	—	—	—	—	Chillicothe and Brunswick.....Mo.	845,000	—	...	...	345,000	500,000	—	—	—	(Leased	and oper. b	y North M	issouri.)	...	—	100	...
Apr. 30, 1871	40.0	—	1.3	54.0	1	—	1	3	Cin., Cumber. Gap & Charles. ¶..T.&N.C.	1,402,000	21,400	23,000	—	75,000	1,404,680	252,529	—	46.0	25,000	...	...	24,379	2,096	—	100	...
Mar. 31, 1871	60.1	—	33.4	—	36	34	13	497	Cincinnati, Hamilton and Dayton...Ohio.	3,974,405	1,006,251	952,292	444,506	3,500,000	2,032,000	305,580	539,874	60.1	...	...	...	1,276,622	588,940	8	100	92½
Jun. 30, 1871	20.5	6.7	6.2	—	—	—	—	—	Cincinnati and Indiana.....Ohio & Ind.	2,000,000	—	—	—	2,000,000	2,000,000	—	—	—	(Leased	& oper. by	Ind., Cin.	and Laf.)	...	—	100	...
Jun. 30, 1870	98.0	25.0	5.6	—	16	12	5	244	Cin. and Indianapolis Junction..O. & Ind.	6,187,645	*	—	—	3,027,450	2,033,000	1,061,798	—	123.0	...	...	...	261,277	26,713	—	100	...
Jun. 30, 1871	13.0	—	0 3	—	—	—	—	—	Cin., Lexington and E. Tennessee...Tenn.	1,000,000	—	—	—	1,000,000	—	—	—	—	(Leased	& oper. by	Kentucky	Central.)	...	—	100	...
Jun. 30, 1871	40.0	—	2.9	—	—	—	—	—	Cincinnati and Martinsville.....Indiana.	800,000	—	—	—	400,000	400,000	—	—	—	(Leased	& oper. by	Ind., Cin.	and Laf.)	54,000	6	100	...
Jun. 30, 1871	132.1	—	9.0	—	16	11	6	266	Cincinnati and Muskingum Valley..Ohio	...	...	...	...	...	...	...	—	132.1	(Reorga	nization of	Cin.& Zan	esville.)	...	—	100	...
Mar. 31, 1871	42.0	—	2.6	—	6	3	4	71	Cin., Richmond and Chicago. Ohio & Ind.	826,733	120,452	700	81,009	382,600	615,000	21,294	—	42.0	...	...	...	152,136	44,851	—	100	...
Jun. 30, 1870	155.0	16.0	20.1	—	26	31	—	268	Cincinnati, Sandusky & Cleveland..Ohio.	5,840,623	*	127,169	20,053	3,396,446	2,417,851	173,547	—	171.0	603,581	6,090,000	21,667,196	810,476	272,432	—	100	24½
Dec. 31, 1870	340.5	49.9	62.5	—	89	47	20	1,541	Cleveland, Col. Cin. & Ind...Ohio & Ind.	12,509,187	*	1,868,053	435,177	11,620,000	3,000,000	—	192,365	390.4	2,609,033	27,294,924	148,875,516	3,328,281	980,044	7	100	91
Jan. 24, 1871	67.8	12.4	33.5	—	—	—	—	—	Cleveland and Mahoning .....Ohio	3,147,934	—	391,456	198,402	2,057,569	1,582,600	25,948	76,675	—	(Leased	& oper. by	Atl. & Gt.	West'rn.)	...	7	50	...
Jun. 30, 1871	73.7	—	5.0	68.8	8	6	7	449	Clev., Mt. Vernon and Delaware....Ohio.	1,234,000	*	—	—	1,150,000	143,000	—	—	76.7	...	...	...	199,157	60,617	—	100	...
Nov. 30, 1870	124.0	75.0	60.0	—	78	40	20	1,840	Cleveland and Pittsburg....Ohio & Penn.	11,278,837	*	213,133	418,666	7,494,588	3,781,344	412,512	222,192	225.0	1,157,478	19,488,051	96,807,404	2,763,741	1,137,430	10	100	91½
Dec. 31, 1870	588.0	25.0	71.2	—	—	—	—	—	Col., Chic. & Ind. Cent...Ohio, Ind & Ill	37,010,174	—	—	—	12,000,000	24,010,174	...	—	—	(Leas. &	oper. by Pi	ts. C.&S.L.	)3,293,193	1,107,470	—	100	41½
Dec. 31, 1870	75.3	13.0	4.7	—	12	8	3	376	Columbus and Hocking Valley .....Ohio.	2,375,121	472,034	...	...	848,964	1,616,000	...	...	62.8	244,386	...	...	372,229	210,914	—	100	...
Mar. 31, 1871	35.0	7.0	48.5	—	32	33	12	611	Concord.....New Hampshire.	1,500,000	*	63,040	106,631	1,500,000	—	109,853	59,819	119.5	...	...	...	...	...	10	50	...
Mar. 31, 1870	41.0	—	6.5	—	—	—	—	—	Concord and Portsmouth..N.Hampshire.	1,108,859	—	—	—	350,000	—	—	—	—	(Leased	& oper. by	Concord.)	25,000	...	7	100	161
Jun. 30, 1871	110.3	—	12.7	—	17	13	7	568	Connecticut and Passump. Riv..Vermont.	3,145,380	*	191,939	44,134	2,126,778	1,015,229	29,499	209,947	143.3	337,464	6,268,110	8,578,675	695,587	283,665	6	100	115½
Sept. 30, 1870	50.0	3.4	13.6	—	17	21	8	278	Connecticut River .....Massachusetts.	1,876,616	228,814	223,421	180,425	1,700,000	250,000	234,864	319,422	53.4	...	...	(10 mos.	591,972	217,174	10	100	93¾
Dec. 31, 1870	—	—	—	44.0	...	...	...	...	Connecticut Valley.....Connecticut.	982,000	—	—	—	789,251	—	194,752	—	—	...	...	...	...	...	—	100	142½
Dec. 31, 1870	67.5	1.7	....	—	...	—	...	...	Connecticut Western.....Connecticut.	1,599,393	*	—	—	1,419,305	81,000	—	—	—	...	...	...	...	...	—	50	...
Dec. 31, 1870	6.8	—	9.5	—	—	—	—	—	Connecting (Phila.).....Pennsylvania.	2,278,300	—	—	—	1,278,300	1,000,000	—	—	—	(Oper.	by Phila.	& Trent.)	...	...	6	100	...
Dec. 31, 1870	14.6	—	1.1	—	—	—	—	—	Contoocook River .....New Hampshire.	257,000	—	—	—	200,000	30,000	—	—	—	(Oper.	by Northe	rn N. H.)	...	...	—	50	...
Sept 30, 1870	16.0	1.0	0.3	—	—	—	—	—	Cooperstown and Susquehanna..N.York.	447,528	—	—	—	307,383	100,000	28,606	—	17.0	20,032	424,327	181,476	42,147	15,457	16	50	...
Dec. 31, 1870	7.5	—	2.5	—	3	—	—	117	Cornwall .....Pennsylvania.	384,228	*	—	—	300,000	—	—	—	7.5	12,000	...	...	91,984	47,500	—	50	...
Dec. 31, 1870	54.5	—	19.0	—	26	2	2	440	Cumberland and Pennsylvania. Maryland.	2,049,302	998,251	...	...	1,500,000	1,730,600	...	...	34.0	286,186	...	(10 mos.	690,036	158,977	8	50	...
Sept. 30, 1870	74.0	—	11.5	10.0	17	6	6	261	Cumberland Valley.....Penn. & Md.	1,459,229	*	516,025	118,556	1,325,625	352,300	74,083	342,802	74.0	247,970	...	...	565,519	268,818	16	50	...
Dec. 31, 1870	23.8	4.0	4.2	—	6	2	2	62	Danbury and Norwalk .....Connecticut.	581,079	87,783	24,909	12,682	400,000	300,000	—	6,454	27.8	83,000	...	...	175,445	82,163	—	100	...
Dec. 31, 1870	47.0	22.0	6.9	—	...	...	...	...	Danv., Hazleton & Wilkesbarre....Penn	1,397,716	*	400,000	—	568,900	1,006,500	222,316	—	—	(Nearly	completed	at date.)	...	...	—	100	...
Dec. 31, 1870	43.0	—	3.5	107.0	3	2	2	60	Davenport and St. Paul.....Iowa.	1,018,000	*	—	—	258,000	850,000	—	—	—	(Being c	onstructed	at $26,000	pr.mile.)	...	—	100	...
Mar. 31, 1871	141.4	—	16.1	—	21	4	4	351	Dayton and Michigan .....Ohio.	5,096,359	730,256	—	156,825	2,398,972	4,245,000	124,968	—	141.4	...	...	...	1,062,406	395,011	—	100	...
Jun. 30, 1870	31.8	—	2.7	—	4	4	3	66	Dayton and Union .....Ohio.	600,746	*	—	—	82,350	527,449	8,187	—	31.8	...	...	...	124,327	15,071	—	100	...
Dec. 31, 1870	41.5	—	3.0	—	—	—	—	—	Dayton and Western.....Ohio.	850,000	—	—	—	309,276	701,000	—	—	—	(Leased	& oper. by	Little Mia	mi.)	...	6	50	...
Dec. 31, 1870	84.5	26.0	5.5	—	—	—	—	—	Delaware ¶.....Delaware.	2,141,300	—	127,515	34,352	1,230,941	882,700	136,476	—	110.5	(Leased	& oper. by	P. W.&B.)	383,862	60,674	10	100	...
Dec. 31, 1870	115.0	—	102.0	—	124	14	5	8,876	Delaware, Lack. and Western.....Penn.	15,100,000	3,725,000	...	...	18,808,850	3,308,000	2,650,000	...	115.0	2,819,100	...	(14 mos.	4,106,221	1,490,702	—	100	107½
Dec. 31, 1870	106.0	—	10.6	—	—	—	—	—	*Denver Pacific* .....Colorado.	5,000,000	—	...	...	2,500,000	2,500,000	—	—	106.0	(Leased	& oper. by	K Pacific.)	304,715	138,421	—	100	...
Dec. 31, 1870	248.0	—	12.4	—	29	16	10	515	Des Moines Valley.....Iowa.	12,000,000	*	...	...	5,000,000	7,000,000	...	...	248.0	...	...	about	1,000,000	...	—	100	...
Dec. 31, 1870	189.0	—	20.7	—	34	30	21	493	Detroit and Milwaukee.....Michigan.	11,648,994	*	...	...	2,547,350	7,530,048	236,812	...	189.0	690,924	...	...	1,421,122	503,223	—	100	...
Dec. 31, 1870	57.0	—	2.1	103.0	9	3	1	136	Detroit, Lansing and L. Michigan ..Mich.	...	...	...	...	...	...	...	...	57.0	(Leased	& oper. by	Mich.Cen.	)	...	3	100	...
Dec. 31, 1870	14.0	—	—	—	—	—	—	—	Dexter and New York.....Maine.	300,000	—	—	—	122,000	175,000	—	—	14.0	(Leased	& oper. by	Ma. Cent.)	18,000	...	—	100	...
Dec. 31, 1870	33.5	—	1.7	—	2	—	—	—	Dorcester and Delaware .....Delaware.	...	...	...	...	...	...	...	...	33.5	(Leased	& oper. by	Phila., Wi	l.& Balt.)	...	6	100	...
Dec. 31, 1870	28.5	—	1.8	—	—	—	—	—	Dover and Winnipissogee....New Hamp.	480,000	—	—	—	480,000	—	—	—	—	(Leased	& oper. by	Boston an	d Miami.)	29,000	—	100	...
Dec. 31, 1870	—	—	—	50.0	—	—	—	—	Dubuque, Bellevue and Mississippi. Iowa.	2,000 000	—	—	—	500,000	1,660,000	—	—	—	(U	nder cons	truction.)	—	—	—	100	...
Dec. 31, 1870	54.8	—	2.3	—	4	2	4	77	Dubuque, Marion and Western ....Iowa.	1,732,692	*	—	38,150	1,169,137	539,500	32,133	30,072	54.8	137,720	...	...	192,306	60,100	7	100	...
Dec. 31, 1870	144.0	—	7.2	—	—	—	—	—	*Dubuque and Sioux City*.....Iowa	5,880,000	—	—	—	5,000,000	880,000	—	—	—	(Leased	& oper. by	Ill. Centr.)	393,588	...	—	100	70
Sept. 30, 1870	—	—	—	54.0	—	—	—	—	Dunkirk, Warren & Pittsburg...N. York.	741,000	—	—	—	468,000	273,000	25,000	—	—	(U	ndr cons.	to be comp	leted in 1	71.)	—	50	...
Sept. 30, 1870	43.0	—	6.0	15.0	5	5	2	79	Dutchess and Columbia Counties...N. Y.	2,406,173	*	—	—	1,458,470	1,500,000	115,639	—	....	61,964	739,334	827,504	64,735	14,475	6	50	...
Dec. 31, 1870	17.5	—	0.3	—	—	—	—	—	East Brandywine and Waynesb....Penn.	264,000	—	—	—	89,800	175,000	—	—	—	(Leased	oper. by P	ennsylvan	ia.)	...	7	50	...
Dec. 31, 1870	7.5	—	6.3	—	—	—	—	—	East Mahanoy .....Pennsylvania.	391,604	—	—	—	392,550	—	—	—	—	(Leas. &	oper. by P	hila. & Re	ading.)	...	—	50	66
Dec 31, 1870	36.0	—	9.8	—	—	—	—	—	East Pennsylvania.....Pennsylvania.	1,484,290	—	—	—	1,309,200	495,900	—	—	—	(Leas. &	oper. by P	hila. & Re	ading.)	...	8	50	82
Jun. 30, 1870	242.0	28.0	17.0	—	39	21	7	468	East Tenn. Va., & Georgia ¶..Tenn. & Ga	9,164,695	*	91,018	521,331	1,969,624	5,019,056	235,407	2,562,957	270.0	...	...	...	1,278,864	415,816	—	100	...
Sept. 30, 1870	44.1	54.4	35.2	—	46	86	25	810	Eastern.....Massachusetts.	6,783,262	*	900,578	171,922	4,062,600	3,037,400	78,866	180,542	114.5	850,699	...	(10 mos.	1,462,770	643,274	—	100	106
Dec. 31, 1870	23.0	5.4	1.3	—	3	1	—	81	Eastern Kentucky.....Kentucky.	...	...	...	...	...	...	...	...	28.4	...	...	...	86,920	40,898	—	50	...
Dec. 31, 1870	40.0	—	2.1	—	2	—	—	—	Eastern Shore ¶ .....Maryland.	875,000	*	...	...	295,000	580,000	...	...	—	(Leas. &	oper. by P	.Wil.& B.)	76,772	25,320	—	100	...
Dec. 31, 1870	11.0	—	0.5	—	—	—	—	—	Ebensburg and Cresson....Pennsylvania.	122,000	—	...	...	100,000	80,000	...	...	—	(Leas. &	oper. by P	ennsylvan	ia.)	...	—	100	...
Apr. 30, 1871	48.0	—	2.4	—	5	5	1	61	Edgefield and Kentucky ¶.....Tenn.	2,750,000	*	...	...	1,075,500	1,673,804	...	...	48.0	...	...	(11 mos.	98,254	294	5	100	...
Jun. 30, 1871	93.0	—	2.0	92.0	9	4	2	132	Elizabeth and Paducah.....Kentucky.	3,000,000	*	...	...	3,000,000	3,000,000	...	...	93.0	(No retu	rns—road	incomplet	e.)	...	5	50	...
Sept. 30, 1870	46.8	—	2.9	—	—	—	—	—	Elmira, Jefferson and Canandaigua. N. Y.	500,000	...	...	...	500,000	...	...	...	—	(Leas. &	oper. by N	. Central.)	—	25,000	—	100	...
Dec. 31, 1870	78.0	—	14.0	—	—	—	—	—	Elmira and Williamsport..Penn. & N. Y.	2,620,000	...	...	...	1,000,000	1,620,000	—	—	—	(Leas. &	oper. by N	. Central.)	165,000	...	1½	50	...
Sept. 30, 1870	459.0	386.5	449.7	—	440	274	71	8,840	Erie.....New Jersey, N. York & Pa.	64,972,451	8,440,588	532,548	—	83,536,900	23,398,800	...	...	845.5	9,326,379	135,589,109	898,862,718	16,179,462	1,354,601	—	100	114½
Oct. 31, 1870	83.7	3.7	177.2	—	26	4	4	752	Erie and Pittsburg.....Pennsylvania.	3,155,650	1,363,329	...	...	1,990,250	2,577,590	...	...	101.7	(Leas. &	oper. by P	ennsylvan	ia.)	...	—	100	...
Dec. 31, 1870	58.0	—	5.0	52.0	6	9	5	135	European and North American ¶..Maine.	2,404,792	182,279	223,511	—	520,700	3,000,000	...	...	58.0	96,100	2,481,484	...	217,394	109,836	—	100	...
Aug 31, 1870	132.0	—	12.0	—	15	12	5	218	Evansville and Crawfordsville...Indiana.	2,417,058	372,970	101,366	51,600	1,144,053	1,240,000	36,564	522,377	142.0	306,838	...	...	516,800	168,699	—	100	...
May 31, 1871	90.0	—	3.6	20.0	...	...	...	...	Evansville, Henderson and Nashville. Ky.	3,000,000	*	—	—	2 000,000	1,000,000	—	—	90.0	(No	returns of	operat'n.)	...	...	—	100	...
Dec. 31, 1870	31.0	—	1 3	23.0	...	...	...	...	Evansville, Terre Haute & Chi..Ind.& Ill.	...	...	...	...	300,000	750,000	—	—	31.0	(Com'e	nced oper.	in Jan. 18	71.)	...	3½	50	...
Sept. 30, 1870	5.8	—	—	—	—	—	—	1	Fall River, Warren and Providence..R. I.	330,089	*	23,259	1,406	150,000	150,000	269,450	—	5.8	...	...	(10 mos.	26,814	3,799	8	100	...
Oct. 31, 1870	12.7	—	0.4	—	—	—	—	—	Fayette County.....Pennsylvania.	130,000	—	—	—	90,000	—	35,800	—	—	(Leased	& oper. by	Pbg. & Co	nnellsv.)	...	—	100	...
Sept. 30, 1870	50.9	42.7	82.1	—	35	42	11	730	Fitchburg .....Massachusetts.	3,540,000	*	...	...	3,540,000	—	...	...	93.6	538,085	...	(10 mos.	1,085,937	252,285	—	100	138½
Dec. 31, 1871	13.0	—	1.0	—	—	—	—	—	Flemington.....New Jersey.	393,731	—	...	...	150,011	100,000	143,720	—	13.0	(Oper. b	y Belv. &	Delaware.	27,550	loss.	—	100	...
Dec. 31, 1871	117.0	—	2.1	72.5	15	15	6	201	*Flint and Pere Marquette*.....Michigan.	3,221,759	*	1,118,262	78,318	1,099,100	2,286,000	831,158	202,081	100.0	304,702	...	...	502,647	232,010	—	100	...
Dec 31, 1870	154.0	—	3.1	50.0	7	—	—	100	*Florida*.....Florida.	5,300,000	*	...	...	3,000,000	2,300,000	...	...	154.0	...	...	...	...	...	—	100	...
Dec. 31, 1870	100.0	—	5.0	—	6	4	2	144	Ft. Wayne, Jack. & Saginaw..Ill. & Mich.	2,760,000	*	...	...	800,000	1,500,000	...	...	100.0	...	...	...	...	...	—	100	...
Dec. 31, 1870	109.0	—	1.1	—	...	...	...	...	Ft. Wayne, Muncie and Cin.....Indiana.	2,800,000	—	—	...	1,000,000	1,800,000	...	...	109.0	(Opened	for traffic	n fall of 18	70.)	...	—	50	...
Dec. 31, 1870	4.2	—	0.7	—	—	—	—	—	Frankford and Holmesburg.....Penn.	159,427	—	—	—	80,000	14,000	65,632	—	—	(Oper. b	y Phila. &	Trenton.)	...	...	—	100	...
Dec. 31, 1870	17.0	—	1.9	—	4	3	1	13	Freehold and Jamesburg.....N. Jersey.	283,745	*	99,267	...	283,745	—	99,267	—	23.0	69,544	...	...	62,912	5,522	—	100	...
Apr. 30, 1871	—	—	—	30.0	—	—	—	—	Frederick and Pennsylvania Line ....Md.	500,000	...	...	...	306,000	250,000	—	—	—	(Rapidl	y approac	hing comp	letion.)	...	—	100	...
Apr. 30, 1871	84.0	—	6.2	....	9	5	3	100	Galv., Harrisburg & San Antonio..Texas.	...	...	...	...	...	...	...	...	84.0	(Re-org	an. of Buff.	Bay., Braz.	& Colo.)	...	—	100	...
Apr. 30, 1871	50.3	1.7	3.2	—	7	8	2	97	Galveston, Houston & Henderson. Texas.	...	...	...	...	...	750,000	...	1,142,008	52.0	(Oper. b	y Receive	r.)	...	...	—	100	...
Mar. 31, 1871	171.0	61 0	23.2	—	52	23	10	589	Georgia.....Georgia.	4,156,000	*	1,316,844	246,144	4,200,800	211,235	625,953	—	232.0	910,753	...	...	1,500,098	667,539	8	100	...
Sept 30 1870	11.7	—	0.3	3.1	—	—	—	—	Goshen and Deckertown.....New York.	289,361	...	—	—	104,294	226,500	75,500	...	11.7	31,940	51,186	88,264	30,356	10,050	—	100	...

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics*." State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Railroad. Branch Line.	Railroad. 2d Track and Sidings.	Railroad. Railroad in progress.	Rolling Stock. Engines.	Rolling Stock. Cars. Pass.	Rolling Stock. Cars. B. M. E.	Rolling Stock. Cars. Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Property and Assets. Rolling Stock.	Property and Assets. Assets.	Accounts and Cash.	Liabilities. Stocks.	Liabilities. Bonds.	Liabilities. Accounts.	Liabilities. Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Operations. Carried one mile. Passengers.	Operations. Carried one mile. Freight.	Earnings. Gross.	Earnings. Net.	Dividends.	Value of Shares. Par.	Value of Shares. Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Aug. 31, 1870	202.0	—	10.1	150.0	...	...	...	....	*Grand Rapids and Indiana*.....Indiana.	4,590,525	*	—	—	1,590,525	3,000,000	—	—	....	(Recent	ly brough	t into oper	ation.)	.....	—	100	...
May 31, 1871	94.0	—	4.7	—	—	—	—	—	Grand River Valley.....Michigan.	1,992,000	—	—	—	492,000	1,500,000	—	—	—	(Leased	and oper.b	yMich'gan	Central.)	.....	—	100	...
Nov. 30, 1870	861.0	516.0	344.3	—	326	219	89	3,773	Grand Trunk ¶ .....Canada.	92,772,070	*	.....	.....	14,367,946	80,624,595	.....	.....	1,377.0	5,711,146	.....	.....	7,478,800	1,888,710	—	100	...
July 31, 1870	229.0	146.0	37.5	105.0	140	129	42	1,846	Great Western ¶.....Canada.	25,588,694	*	.....	.....	19,237,404	7,964,353	.....	.....	406.0	2,042,272	61,015,319	133,250,631	4,054,335	1,644,342	4½	100	...
Sept. 30, 1870	143.3	21.0	4.1	—	27	14	2	69	Greenville and Columbia ¶ ...S. Carolina.	3,080,963	*	—	—	1,510,968	1,803,312	250,000	—	197.0	131,000	.....	.....	428,718	171,487	—	100	...
May 31, 1871	46.0	6.0	2.0	—	—	—	—	—	Hannibal and Naples.....Illinois.	1,425,000	—	—	—	750,000	675,000	.....	—	—	(Leased	& oper by	Tol. Wab.	& Wester	.....	—	100	...
Jun. 30, 1871	70.0	—	—	—	—	—	—	—	Hannibal and Central Missouri.Missouri.	1,550,000	—	—	—	450,000	1,100,000	—	—	—	(Operat	ed by Tol.	Wabash&	Western.	.....	—	100	...
Aug. 31, 1870	207.0	68.0	27.5	—	79	42	7	1,247	*Hannibal and St. Joseph* ¶.....Missouri.	15,565,490	2,800,392	2,920,197	179,865	9,238,924	9,322,000	2,273,640	631,280	275 0	.....	29,223,527	70,858,854	3,340,225	1,099,667	—	100	42½
Sept. 30, 1870	114.0	2.0	5.3	—	4	—	—	—	Harlem Extension .....New York.	8,039,500	*	.....	.....	4,000,000	4,000,000	40,509	—	116.0	116,322	1,752,306	2,252,264	193,619	loss.	—	100	...
Aug. 31, 1870	36.0	18.0	17.0	—	—	—	—	—	Harrisburg and Lancaster..Pennsylvania.	1,882,550	—	—	—	1,182,550	700,000	.....	.....	54.0	(Leased	& oper. by	Pennsylva	nia.)		7	50	104
Nov. 30, 1870	62.0	13.5	83.2	—	32	30	18	584	Hartford and New Haven....Connecticut.	3,657,113	800,000	1,725,380	282,501	4,796,925	754,000	93,998	820,071	75.0	875,644	.....	.....	2,412,150	843,903	12	100	166½
Dec. 31, 1870	122.4	0.8	16.9	—	25	35	17	371	Hartford, Prov. and Fishkill¶.Conn. & R.I.	4,704,866	*	.....	.....	2,037,939	2,055,500	.....	—	123.2	544,772	14,447,202	5,051,366	888,755	121,394	—	100	...
Dec. 31, 1870	30.0	—	1.0	270.0	2	1	1	21	*Hastings and Dakota*.....Minn.	1,200,000	*	—	—	20,000pm	20,000pm	—	—	—	(Operat	ed by Mil.	and St. Pa	ul.)		—	100	...
Dec. 31, 1870	74.0	—	10.1	—	13	13	8	285	Housatonic .....Connecticut.	2,105,558	*	284,082	131,451	2,000,000	341,000	136,183	44,508	119.8	.....	.....	.....	752,097	147,025	—	100	...
Dec. 31, 1870	170.0	50.0	7.2	245.0	30	17	10	700	Houston and Texas Central ¶.....Texas.	6,000,000	*	—	—	2,600,000	3,400,000	—	—	166.0	.....	.....	.....	1,538,422	796,601	—	100	...
Dec. 31, 1870	44.0	14.8	12.5	—	17	4	3	48	Huntingdon and Broad Top Mt.....Penn.	2,738,811	*	—	—	834,350	2,008,096	.....	—	58.8	176,067	.....	.....	287,575	Loss.	—	50	22
Dec. 31, 1870	560.9	146.5	114.6	—	187	103	44	4,224	*Illinois Central* .....Illinois.	33,199,574	*	.....	.....	25,296,880	6,869,500	.....	.....	1,109.6	5,387,606	54,305,218	265,409,371	8,678,958	2,851,321	10	100	135
Dec. 31, 1870	—	—	—	151.0	—	—	—	—	Indiana and Illinois Central....Ind. & Ill.	.....	—	—	—	2,750,000	2,750,000	—	—	—	(Under	constructi	on at $35,0	00 p.m.)	.....	—	100	...
Dec. 31, 1870	202.5	—	14.0	—	26	14	8	500	Ind., Bloomington & Western..Ind. & Ill.	11,500,000	*	—	—	5,000,000	6,500,000	—	—	202.5	(Comm	enced ope	rations Se	pt. 1870.)		—	100	...
Jan. 30, 1870	179.0	—	20.0	—	52	40	12	1,020	Indianapolis, Cin. and Lafayette.Indiana.	17,333,514	*	—	—	7,685,497	7,891,500	1,756,517	—	179.0	1,205,686	.....	.....	1,921,274	707,496	—	100	4½
Dec. 31, 1870	75.0	—	4.0	—	12	10	6	280	Indianapolis, Peru and Chicago..Indiana.	.....	.....	.....	.....	.....	.....	.....	.....	75.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	72.0	—	13.2	—	56	35	15	1,018	Indianapolis and St. Louis.....Indiana.	3,410,000	*	390,867	275,661	600,000	2,670,000	631,746	174,786	265.0	1,460,505	18,034,663	59,549,690	1,793,944	647,946	—	100	...
Dec. 31, 1870	114.0	—	3.2	—	—	—	—	—	Indianapolis and Vincennes.....Indiana.	4,600,000	—	—	—	1,450,000	3,150,000	—	—	114.0	(Leased	& oper. by	Pennsylva	nia.)	.....	—	100	...
Apl. 30, 1871	56.0	—	2.0	—	—	—	—	—	Ionia and Lawrence.....Michigan.	2,070,000	—	—	—	1,200,000	1,070,000	—	—	—	(Leased	& oper. by	Michigan	Central.)	.....	—	100	...
Dec. 31, 1870	183.7	—	3.0	—	—	—	—	—	*Iowa Falls and Sioux City*.....Iowa.	7,585,000	—	—	—	4,625,000	2,960,000	—	—	....	(Leased	& oper. by	Ill. Cen.)	140,672	49,235	—	100	...
Mar. 31, 1871	13.0	—	2.1	—	3	2	1	107	Iron .....Ohio.	275,668	47,000	12,800	29,992	129,550	32,000	16,531	187,379	13.0	.....	.....	.....	98,518	9,335	—	100	...
Dec. 31, 1870	11.0	—	2.0	—	2	—	—	—	Ironton.....Pennsylvania.	250,000	18,000	262,000	.....	400,000	130,000	—	—	11.0	10,263	.....	.....	35,318	9,281	—	50	...
May 31, 1871	—	—	—	35.0	—	—	—	—	Ithaca and Athens .....New York.	268,386	—	—	—	286,730	—	—	—	—	(In cour	se of cons	truction.)	.....		—	100	...
Dec. 31, 1870	22.0	—	1.1	—	2	2	—	10	Ithaca and Cortland.....New York.	330,000	*	—	—	330,000	—	—	—	—	(Recent	ly comple	ted.)	.....		—	100	...
Dec. 31, 1870	116.0	—	10.0	—	13	12	4	152	*Jackson, Lansing and Saginaw*..Michigan.	2,773,036	*	22,565	86,718	520,973	1,895,000	217,602	308,746	116.0	310,060	.....	.....	489,568	250,624	—	100	...
Apl. 30, 1871	190.0	25.0	3.9	60.0	14	6	4	136	Jacksonv., Pensacola and Mobile.Florida.	.....	*	—	—	6,000,000	4,000,000	—	—	215.0	.....	.....	.....	.....	.....	—	100	...
Dec. 31, 1870	110.0	51.0	16.1	—	37	28	15	549	Jeffersonville, Madison and Ind..Indiana.	6,027,342	*	751,640	600,003	2,000,000	4,923,000	456,985	—	326.0	.....	.....	.....	1,217,243	336,079	—	100	...
Dec. 31, 1870	37.7	—	10.1	—	—	—	—	—	Joliet and Chicago.....Illinois.	2,000,000	—	—	—	1,500,000	800,000	—	—	—	(Leased	& oper. by	Chicago &	Alton.)		7	100	92½
Dec. 31, 1870	44.5	—	11.3	—	—	—	—	—	Joliet and Northern Indiana...Ill. & Ind.	1,100,000	—	—	—	300,000	800,000	—	—	—	(Leased	& oper. by	Michigan	Central.)		8	100	...
Jun. 30, 1870	98.0	25.0	5.6	—	16	12	5	244	Junction (Cinc. and Ind.)....Ohio & Ind.	6,187,645	*	—	—	3 027,450	2,033,000	1,061,985	—	123.0	.....	.....	.....	261,277	26,713	—	100	...
Oct. 31, 1870	4.6	—	1.0	—	—	—	—	—	Junction (Phila.).....Pennsylvania.	898,324	—	—	—	180,250	800,000	—	—	4.6	18,020	.....	(14 mos.	134,035	57,766	—	100	...
Mar. 31, 1871	42.0	—	2.0	—	...	...	...	...	Junction and Breakwater.....Delaware.	706,000	*	.....	.....	306,000	400,000	—	—	42.0	(Recen	tly comple	ted.)	.....		—	100	...
Jun. 30, 1871	58.0	—	6.3	—	—	—	—	—	Kalamazoo, Allegan & G'd Rapids..Mich.	1,450,000	—	.....	.....	610,000	840,000	—	—	—	(Leased	& oper. by	L.Sh. & M	ich. So.)	.....	6	100	...
Dec. 31, 1870	32.0	—	1.3	—	—	—	—	—	Kalamazoo and South Haven.....Mich.	890,000	—	—	—	250,000	640,000	—	—	—	(Leased	& oper. by	Michigan	Central.)	.....	—	100	...
Dec. 31, 1870	203.0	61.0	13.2	—	21	23	5	264	Kansas City, St. Joseph & Co.Bluffs.Mich.	8,552,500	*	—	—	2,776,000	5,776,500	—	—	....	499,493	.....	.....	1,037,274	316,910	—	100	...
May 31, 1871	32.0	—	—	68.0	...	...	...	...	Kansas City and Santa Fe.....Kansas.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Under	constructi	on.)			—	100	...
Dec. 31, 1870	638.6	34.0	29.3	—	76	42	15	924	Kansas Pacific.....Kansas & Col.	36,962,629	*	4,026,057	.....	8,872,500	26,299,350	1,790,777	—	551.5	1,804,771	14,708,284	49,053,188	3,360,787	880,746	—	100	...
May 31, 1870	90.0	—	11.0	—	17	18	6	300	Kentucky Central.....Kentucky.	.....	.....	.....	.....	.....	1,209,000	—	—	112.0	(Oper. b	y bondhol	ders.)	.....	.....	—	—	...
Jun. 30, 1871	—	—	—	135.0	—	—	—	—	Keokuk, Iowa City & Minnesota...Iowa.	.....	.....	—	—	.....	25,000pm	—	—	—	(Under	constructi	on.)			—	100	...
Dec. 31, 1870	16.0	—	—	37.0	2	—	—	13	Knoxville and Charleston ¶...Tennessee.	.....	.....	—	—	.....	.....	—	—	—	(Under	constructi	on.)			—	100	...
Dec. 31, 1870	31.0	—	1.3	34.0	2	2	1	10	Knoxville and Kentucky ¶....Tennessee	.....	.....	—	—	.....	.....	—	—	—	(Under	constructi	on.)			—	100	...
Dec. 31, 1870	80.0	—	27.5	—	25	7	4	1,801	Lackawanna and Bloomsburg.....Penn.	3,325,000	625,000	.....	.....	1,335,000	2,279,335	.....	.....	80.0	1,183,150	.....	(14 mos.	1,219,816	398,013	—	50	...
Dec. 31, 1870	—	—	—	85.0	—	—	—	—	Lafayette, Bloomington & Miss...Illinois.	.....	—	—	—	1,300,000	1,300,000	—	—	—	(Under	constructi	on.)			—	100	...
Dec. 31, 1870	—	—	—	115.0	—	—	—	—	Lafayette, Muncie & Bloomington ...Ind.	.....	—	—	—	3,000,000	1,500,000	—	—	—	(Under	constructi	on.)			—	100	...
Jun. 30, 1870	37.0	—	3.0	138.0	7	2	1	35	Lake Erie and Louisville ....Ohio & Ind.	1,342,500	31,910	370,000	—	1,212,500	500,000	—	—	37.0	46,561	.....	.....	60,686	14,497	—	100	...
Dec. 31, 1870	539.9	473.1	269.8	—	299	178	69	6,007	Lake Shore & Mich. S..N.Y.,P.,O.Ind.Ill.	44,967,820	9,128,931	6,064,349	2,126,179	34,938,000	22,383,000	5,066,179	—	1,013.1	8,219,893	159,390,937	569,833,666	13,457,541	5,088,720	8	100	95½
Sept. 30, 1870	—	—	—	148.8	—	—	—	—	Lake Ontario Shore Line.....New York.	.....	—	—	—	4,000,000	—	—	—	—	(Under	constructi	on at $33,0	00 p. m.)		—	100	...
Dec. 31, 1870	156.0	12.0	8.3	13.0	11	9	4	359	Lake Superior and Mississippi.....Minn	9,500,000	*	—	—	5,000,000	4,500,000	—	—	—	(Opene	d for traffi	c Sept. 15,	1870.)	.....	—	100	...
Dec. 31, 1870	17.4	—	1.0	—	—	—	—	—	Lawrence .....Pennsylvania.	619,944	—	—	—	260,250	360,000	5,000	—	—	(Leased	& oper. by	Pbg. Ft. W	. & Chi.)	49.507	—	50	...
Dec. 31, 1870	109.0	33.0	11.0	25.0	16	12	6	250	Leavenworth, Lawrence & Galv..Kansas.	3,316,437	421,124	1,425,000	386,535	4,000,000	4,000,000	—	85,418	....	.....	2,649,250	2,856,000	316,115	85,418	—	100	...
Dec. 31, 1870	15.0	—	1.0	21.0	—	—	—	—	Lehigh and Lackawanna.....Penn.	715,100	—	—	—	375,100	300,000	40,000	—	—	(Leased	& oper. by	Leh. Coal	& Nav. C	o.)	—	50	...
Dec. 31, 1870	105.0	61.7	78.5	—	73	15	10	5,800	Lehigh and Susquehanna...Pennsylvania.	(Owned	by Lehi	gh Coal a	nd Nav.	Co,&now	leased by	Cent. of	N. Jer.)	116.7	1,100,000	.....	.....	2,248,229	824,464	—	50	...
Sept. 30, 1870	101.0	98.5	199.6	—	158	36	16	6,995	Lehigh Valley.....Pennsylvania.	18,338,237	*	—	—	18,159,400	5,588,000	414,417	—	208.5	.....	13,207,248	39,606,988	5,938,167	2,320,760	10	50	119
Dec. 31, 1870	—	—	—	55.2	...	...	...	...	Lexington and St. Louis.....Missouri.	.....	*	—	—	900,000	900,000	—	—	—	(Under	constr. to	be compl.i	n 1871.)	.....	—	100	...
Jun. 30, 1870	119.5	76.5	63.5	—	47	38	20	710	Little Miami and Col. & Xenia .....Ohio	6,000,663	974,391	—	—	5,871,450	2,528,000	—	—	196.0	1,096,503	21,825,726	.....	1,840,229	549,776	7½	100	...
Dec. 31, 1870	80.0	—	....	73.0	10	4	2	150	Little Rock and Ft. Smith.....Arkansas.	.....	.....	.....	.....	6,000,000	5,000,000	—	—	—	(No retu	rns -Is ne	ar comple	tion.)	.....	—	100	...
Dec. 31, 1870	18.0	—	....	92.0	...	...	...	....	Little Rock, Pine Bluff & N. O.Arkansas.	.....	.....	.....	.....	.....	750,000	—	—	—	(Under	cons. to be	comp.to P	.Bl.70 m.i	n 1871.)	—	50	...
Nov. 30, 1870	28.3	3.0	19.9	—	—	—	—	—	Little Schuylkill .....Pennsylvania.	1,466,283	—	915,658	.....	2,646,100	783,000	—	—	38.8	(Leased	& oper. by	Phila. &	Read'g.)	271,651	6½	100	95½
Dec. 31, 1870	25.0	—	....	67 0	3	3	—	18	Logans., Crawfordsv. & S.W.Indiana.Ind.	3,000,000	*	—	—	1,500,000	1,500,000	—	—	—	(Under	cons. to be	completed	in 1871.)		—	100	...
Sept. 30, 1870	94.6	64.0	15.8	....	22	43	9	244	Long Island.....New York.	5,016,402	*	.....	.....	3,000,000	775,000	.....	.....	15.8	416,704	20.651,246	12,161,070	751,474	139,289	—	50	72
Jun. 30, 1871	51.0	—	....	209.0	—	—	—	—	Louisiana and Missouri River.....Mo.	1,530,000	—	—	—	16,000pm	16,000pm	—	—	—	(Leased	to Chicago	& Alton.)			—	100	...
Jun. 30, 1870	93.5	77.6	16.8	—	26	27	14	270	Louisville, Cincinnati and Lexington.Ky.	6,820,351	*	154,941	50,718	2,472,183	2,859,520	1,245,770	350,337	171.1	620,895	13,955,245	12,174,094	948,748	221 845	—	100	74
Jun. 30, 1870	185.0	196.6	38.5	72.0	76	45	29	1,177	Louisville and Nashville.....Ky.	13,950,704	*	2,164,956	2,579,694	8,680,912	8,478,000	805,465	748,977	381.6	1,500,949	27,330,615	22,815,518	2,954,659	1,142,133	7	100	...
Dec. 31, 1870	289.0	—	9.0	—	34	15	8	372	Louisville, New Albany & Chicago...Ind.	3,000,000	*	.....	.....	3,000,000	—	.....	.....	289.0	(No retu	rns of ope	rations pu	blished.)		—	100	...
Dec. 31, 1870	10.0	—	—	102.0	—	—	—	—	Louisville New Albany & St.L.Ind.& Ill.	364,170	—	1,846,904	1,666	2,051,100	—	161,923	17	10.0	(Recent	ly opened	10 miles.)	954	17	—	100	...
Sept. 30, 1870	12.4	—	2.4	—	2	3	1	20	Lowell and Lawrence....Massachusetts.	332,883	30,255	—	15,123	200,000	67,700	11,529	99,055	—	(Leased	& oper. by	Boston &	Lowell.)		6	100	...

Dec. 31, 1870	19.6	—	9.5	—	—	—	—	—	Lykens Valley	Pennsylvania.	600,000	.....	—	—	—	600,000	—	—	—	—	(Leased	& oper. by	Summit B	ranch.)	62,500	10	20	....
Sept. 30, 1870	77.0	—	2.0	—	—	—	—	—	Macon and Augusta	Georgia.	2,500,000	.....	—	—	—	1,631,900	770,000	—	—	35.0	(Operat	ed by Geo	rgia.)	59,410	7,849	—	100	....
Dec. 31, 1870	185.0	10.0	5.0	—	15	10	5	180	Macon and Brunswick	Georgia.	6,422,616	539,956	124,853	222,040	2,334,118	3,800,000	85,172	90,175	¶ 195.0	348,922	.....	.....	.....	428,429	148,063	—	100	....
Nov. 30, 1870	102.5	—	11.3	—	17	10	7	217	Macon and Western	Georgia.	.....	.....	.....	.....	2,500,000	150,000	—	195,862	166.0	292,258	.....	.....	.....	692,585	251,273	10	100	105
Dec. 31, 1870	44.7	—	35.6	—	—	—	—	—	Mahanoy and Shamokin	Penn.	3,420,045	—	106,897	—	3,483,800	44,511	12,357	—	180.8	(Leased	& oper. by	Phila.& R	eading.)	.....	.....	—	50	....
Dec. 31, 1870	109.8	—	10.9	18.5	18	23	7	290	Maine Central ¶	Maine.	4,121,694	*	1,972,027	351,448	3,400,500	2,895,320	149,349	—	123.8	229,572	6,581,531	5,539,891	599,039	157,870	—	—	100	....
Mar. 31, 1870	22.4	—	4.1	—	...	...	...	....	Manchester and Lawrence	N.H.& Mass.	1,000,000	*	72,124	46,593	1,000,000	20,000	7,017	91,699	26.0	76,227	1,716,229	942,664	196,610	102,629	10	100	150
Mar. 31, 1871	19.0	—	1.3	—	—	—	—	—	Manchester and North Weare	N. Hamp.	600,000	—	—	—	200,000	—	—	—	—	(Owned	& oper. by	Concord.)	.....	.....	—	—	100	....
Sept 30, 1870	22.1	—	0.6	—	—	—	—	—	Mansfield and Framingham	Mass.	638,185	—	13,000	1,452	258,000	300,000	98,855	—	—	(Leased	& oper. by	Bos., Clin.	& Fitch.)	.....	.....	—	100	....
Dec. 31, 1870	190.8	86.0	38.9	—	62	26	16	831	Marietta and Cincinnati	Ohio.	20,312,181	*	1,095,040	—	13,963,978	8,324,528	1,320,182	—	276.8	1,629,000	.....	.....	1,420,346	78,187	—	50	....
Dec. 31, 1870	44.0	—	11.0	....	10	2	2	839	Marquette and Ontonagon	Michigan.	2,650,000	*	.....	.....	2,500,000	150,000	.....	—	40.0	166,280	.....	11,093,783	745,291	326,750	...	100	115
Dec. 31, 1870	54.0	—	3.5	—	4	2	1	10	Maryland and Delaware ¶	Md. and Del.	1,500,000	*	—	—	500,000	1,000,000	.....	—	54.0	(Recentl	y compl. n	o statem't	of oper.)	—	—	—	100	....
Jun. 30, 1870	—	—	—	100.0	—	—	—	—	Massachusetts Central	Mass.	.....	—	—	—	3,000,000	—	—	—	—	(Under	construct	ion.)	—	—	—	—	100	....
Jun. 30, 1871	272.0	19.0	20.0	—	46	28	11	731	Memphis and Charles.	Tenn., Miss. & Ala.	8,752,559	*	386,008	771,054	5,312,725	4,157,387	469,855	70,995	328.0	801,661	.....	.....	1,417,441	522,919	—	100	35
Jun. 30, 1870	82.6	—	28.9	—	12	2	—	131	Memphis, Clarkesv. and Louisv. ¶	Tenn.	(No bala	nce shee	t furnish	ed. In h	ands of S	ands of S	tate Rec	eiver.)	82.6	299,091	.....	.....	408,525	464	—	100	....
Dec. 31, 1870	84.0	—	....	47.0	10	4	4	95	Memphis and Little Rock	Arkansas.	.....	*	—	.....	.....	2,350,000	.....	—	84.0	.....	.....	.....	180,477	23,730	—	100	....
Jun. 30, 1870	130.3	—	10.3	—	19	8	—	121	Memphis and Ohio ¶	Tennessee.	3,750,000	*	—	—	1,074,288	2,528,000	590,810	—	130.3	457,876	3,638,132	.....	790,689	198,840	—	100	....
Mar. 31, 1871	—	—	—	220.0	—	—	—	—	Memphis and St. Louis	Ark. & Mo.	40,000p.m	*	—	—	20,000p.m	20,000p.m	—	—	—	(Under	construct	ion & now	partly op	en.)	—	—	100	....
Mar. 31, 1870	27.0	—	....	—	2	2	—	51	Merrimac and Conn. Rivers	New Hamp.	(Recentl	y sold b	y bondho	lders.)	800,000	250,000	424,500	—	27.0	.....	.....	.....	77,961	30,935	—	100	....
May 31, 1871	284.8	—	68.5	—	128	153	36	1,514	Michigan Central	Mich., Ind. & Ill.	16,724,868	*	3,798,974	527,629	14,665,848	5,224,989	306,143	894,521	329.3	3,204,774	.....	.....	4,978,070	1,439,866	10	100	116¾
Dec. 31, 1870	56.5	—	2.9	—	...	...	...	....	Michigan Lake Shore	Michigan.	832,085	*	.....	.....	41,048	880,000	.....	—	56.5	(Comme	nced oper	ations Aug	29, 1870.)	.....	.....	—	100	....
Sept. 30, 1870	8.5	—	0.6	—	1	1	1	28	Middleboro' and Taunton	Mass.	159,819	*	1,697	11,343	149,092	—	253	23,514	8.5	17,791	214,339	113,113	25,720	4,009	2	100	....
Sept. 30, 1870	—	—	—	13.0	—	—	—	—	Middletown and Crawford	New York.	18,688	—	—	—	84,537	.....	10,151	—	—	(In prog	ress. Leas	.to N. Y. &	Oswego a	t 7 p. c.)	—	100	....
Sept. 30, 1870	13.0	—	0.5	—	—	—	—	—	Middletown, Union and Water Gap.	N.Y.	351,883	—	—	—	110,050	225,000	56,350	—	13.0	27,720	331,102	137,282	46,806	14,762	—	100	....
Dec. 31, 1870	58.0	—	6.0	200.1	5	5	2	50	Midland Pacific	Nebraska.	2,300,000	140,000	160,000	—	1,500,000	1,100,000	—	—	—	(Road o	perated by	contr'ct's.)	.....	.....	—	100	....
Dec. 31, 1870	12.5	—	2.3	—	—	—	—	—	Mifflin and Centre County	Penn.	254,115	—	—	—	65,426	118,500	—	—	—	(Leased	& oper. by	Pennsyl.)	.....	.....	—	25	....
Nov. 30, 1870	33.8	—	13.0	—	—	—	—	—	Mill Creek and Mine Hill	Penn.	333,375	—	—	—	323,375	—	—	—	3.8	(Leased	& oper. by	Phila.&Re	.....	—	10	50	....
Dec. 31, 1870	6.6	—	—	—	—	—	—	—	Millstone and New Brunswick.	N. Jersey.	113,404	—	—	—	95,700	—	17,654	—	6.6	.....	.....	.....	15,239	5,007	6	160	....
Dec. 31, 1870	127.0	291.0	109.0	600.0	155	96	58	2,953	Milwaukee and St. Paul	Wisconsin.	38,623,680	*	1,514,750	1,076,259	21,847,981	17,205,573	896,044	265,091	950.0	3,760,174	42,918,671	181,428,572	7,421,061	2,767,787	7	100	58½
Nov. 30, 1870	28.3	9.2	96.4	—	—	—	—	—	Mine Hill and Schuylkill Haven	Penn.	3,814,957	—	—	—	3,856,450	—	—	—	—	(Leased	& oper. by	Phila.&Re	ading.)	.....	7½	50	107
Dec. 31, 1870	33.8	8.0	3.0	—	4	2	2	40	Mineral Point	Wisconsin.	1,520,000	*	—	—	1,200,000	320,000	—	—	41.8	.....	.....	.....	106,394	.....	—	100	....
Dec. 31, 1870	—	—	—	140.0	...	...	...	....	Minnesota and North Western	Minn.	.....	.....	—	—	20,000p.m	20,000p.m	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Jun. 30 1870	237.0	—	13.0	—	41	24	11	477	Mississippi Central	Miss. & Tenn.	.....	*	.....	.....	.....	4,657,980	—	—	237.0	(Oper. b	y S. R.R. a	ssociati'n.)	1,268,981	Loss.	—	100	....
Dec. 31, 1870	—	—	—	157.0	—	—	—	—	Mississippi River	Tennessee.	.....	—	—	—	1,200,000	17,000p.m	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Dec. 31, 1870	....	....	....	300.0	—	—	—	—	Missouri, Iowa and Nebraska	Mo. & Io.	.....	—	—	—	.....	20,000p.m	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Dec. 31, 1870	342.0	—	....	250.0	39	23	14	839	Missouri, Kansas and Texas	Mo. & Kan.	17,737,500	*	—	—	10,007,500	7,750,000	—	—	—	(Under	construct	ion.)	.....	.....	—	100	....
Dec. 31, 1870	160.0	—	16.1	—	21	12	7	436	Missouri River, Ft. Scott & Gulf.	Kansas.	10,400,000	*	—	—	4,000,000	6,400,000	—	—	160.0	484,292	5,253,641	13,504,013	1,199,220	741,928	—	100	....
May 31, 1871	87.0	—	6.5	141.0	6	4	2	64	*Mobile and Girard*	Alabama.	1,982,769	*	—	74,701	1,278,272	610,000	169,197	—	87.0	100,735	.....	.....	197,407	47,141	—	100	....
Dec. 31, 1870	472.0	23.5	38.8	—	102	33	10	857	*Mobile and Ohio*	Ala., Miss., Tenn. & Ky.	20,953,867	*	295,492	108,683	4,371,858	10,083,643	760,359	6,137,181	495.5	1,198,630	.....	.....	2,015,287	759,758	—	100	....
Sept. 30, 1870	10.3	—	0.7	—	—	—	—	—	Montgomery and Erie	New York.	288,565	—	—	—	150,315	177,000	4,550	—	—	(Operat	ed by Erie	.)	42,298	14,365	—	100	....
Apl. 30, 1870	40.0	—	1.5	40.0	4	4	1	40	Montgomery and Eufala	Alabama.	1,198,930	*	23,600	91,232	464,950	502,000	328,521	18,291	40.0	41,841	625,921	.....	66,211	13,915	—	100	....
Dec. 31, 1870	80.2	5.0	14.0	—	14	10	8	229	Morgans', Louisiana & Texas	Louisiana.	(Owned	by Char	les Morga	n of Ne	w York w	ho bough	t it for $2	,500,000.)	85.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	84.0	34.0	87.0	—	...	...	...	....	Morris and Essex	New Jersey	24,105,155	—	—	—	11,900,950	12,184,000	12,205	—	124.0	(Leas. b	y Del.Lac.	& Wstn.)	2,858,453	957,521	7	100	95
Sept. 30, 1870	14.6	—	17.7	—	14	17	8	350	Nashua and Lowell	N. Hamp. & Mass.	737,706	*	57,282	68.675	720,000	—	—	144,453	43.2	224,938	7,499,849	5,191,427	411,980	83,472	10	100	145
Jun. 30, 1870	151.0	22.0	10.2	—	48	18	7	676	Nashville and Chattanooga ¶	Tennessee.	3,389,413	*	2,460,797	313,662	1,963,539	1,964,000	2,236,333	—	173.0	984,119	.....	.....	1,378,505	598,827	—	100	....
Sept. 30, 1870	120.0	12.5	8.6	—	23	9	3	164	Nashville and Decatur ¶	Tenn. and Ala.	4,271,613	*	1,573,144	122,284	1,511,684	3,376,167	470,323	608,806	132.5	373,722	.....	.....	463,352	164,848	—	100	....
Dec. 31, 1870	172.5	—	7.2	—	20	7	—	123	Nashville and Northwestern ¶	Tenn. & Ky.	.....	.....	.....	.....	.....	.....	.....	.....	—	(Leas.&	oper.by N.	&C.) 10m.	416,690	loss.	—	100	....
Dec. 31, 1870	57.0	5.5	4.9	—	10	13	4	250	Naugatuck	Connecticut.	2,041,452	*	99,955	106,993	1,864,400	120,500	86,768	176,732	62.5	234,481	.....	.....	615,562	205,701	15	100	....
Dec. 31, 1870	16.0	1.0	2.7	—	—	—	—	—	Nesquehoning Valley	Pennsylvania.	1,004,624	—	—	—	1,000,000	—	—	—	—	(Leas. b	oper. by L	. Coal & N	av. Co.)	.....	10	50	113¾
Dec. 31, 1870	8.0	—	8.0	—	—	—	—	—	Newark and New York	New Jersey.	2,279,793	—	—	23,824	977,400	600,000	726,217	—	—	(Leased	& oper. by	Central of	N. Jer.)	.....	—	—	100	....
Dec. 31, 1870	23.0	—	1.9	19.0	...	...	...	....	Newark, Somerset and Straitsville	Ohio.	1,300,000	*	—	—	500,000	800,000	—	—	—	(Will be	compl. in	Aug.1871.)	.....	.....	—	—	100	....
Sept. 30, 1870	20.1	1.5	1.4	—	5	13	8	91	New Bedford and Taunton	Mass.	500,000	*	296,578	—	500,000	172,500	—	124,078	21.6	69,232	2,903,432	(10 mos.	169,142	45,570	8	100	....
Nov. 30, 1870	14.9	—	2.6	—	—	—	—	—	Newcastle and Beaver Valley	Penn.	730,249	—	—	—	605,000	93,300	2,000	—	—	(Leas.&	oper. by P	bgFt.W.&	Chicago.)	.....	10	100	....
Dec. 31, 1870	13.3	—	0.6	—	—	—	—	—	New Haven and Derby	Conn.	585,000	—	—	—	400,000	150,000	35,000	—	—	(Oper. b	y N.Hav'n	& New Y	ork.)	.....	—	—	100	....
Apl. 30, 1871	22.0	—	1.0	74.0	3	4	2	20	N. Hav. Middlet'n & Williamantic	Conn.	.....	—	—	—	850,000	2,200,000	—	—	—	(Under	construct	ion.)	—	—	—	—	100	....
Sept. 31, 1870	83.9	15.1	12.0	—	16	15	5	195	New Haven and Northamp.	Conn. & Mass.	2,897,092	483,115	—	—	1,800,000	1,400,000	186,205	—	99.0	240,535	.....	(9 mos.	372,871	120,290	—	100	....
Dec. 31, 1870	33.9	—	41.2	—	...	...	...	....	New Jersey	New Jersey.	8,955,994	*	140,264	.....	7,295,200	850,000	.....	—	—	(Oper.in	cons. with	Camd. &	Amboy.)	.....	10	100	125¼
Dec. 31, 1870	773.8	12.0	8.5	—	17	43	5	181	New Jersey Southern	New Jersey.	5,500,000	*	967,000	.....	4,000,000	2,120,000	654,259	.....	92.8	.....	.....	.....	295,823	118,536	—	100	30
Dec. 31, 1870	—	—	—	66.0	—	—	—	—	New Jersey West Line	New Jersey.	.....	.....	.....	.....	3,000,000	3,000,000	.....	—	—	(Under	construct	ion.)	—	—	—	100	....
Sept. 30, 1870	100.0	—	10.8	—	15	15	8	309	New London Northern	Conn. and Mass.	1,485,223	*	22,116	220,161	1,003,500	651,500	72,500	.....	100.0	287,024	.....	(10 mos.	375,766	65,494	4	100	....
Feb. 28, 1871	206.0	—	10.3	—	43	34	10	637	N. Orleans, Jack. and Gt. North. ¶	L. & M.	.....	.....	.....	.....	4,200,000	4,500,000	1,000,000	.....	206.0	.....	.....	.....	1,694,000	.....	—	100	....
Apl. 30, 1870	225.0	—	....	445.0	...	...	...	....	N. O. Mobile and Texas	Ala. & Nash.	10,740,000	*	.....	.....	.....	.....	.....	—	....	(Under	construct	ion.)	—	—	—	100	....
Sept. 30, 1870	—	—	—	150.0	—	—	—	—	New York and Albany	New York.	.....	—	—	—	5,000,000	—	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Sept. 30, 1870	—	—	—	58.0	—	—	—	—	New York and Boston	New York.	.....	—	—	—	3,000,000	3,000,000	—	—	—	(Under	construct	ion.)	—	—	—	100	....
Sept. 30, 1870	441.7	296.0	671.6	—	400	445	132	9,026	N. York Central and Hudson River.	N.Y.	48,130,462	11,635,222	.....	.....	89,428,330	13,681,807	.....	.....	842.2	11,429,877	321,365,953	169,087,777	22,363,320	8,295,240	8	100	98½
Sept. 30, 1870	130.7	2.2	45.5	—	41	81	36	722	New York and Harlem	New York.	12,214,674	1,600,017	.....	.....	8,000,000	5,072,840	645,500	.....	132.9	887,941	25,532,856	19,602,827	2,709,077	997,389	8	100	128½
Sept. 30, 1870	5.1	—	—	30.7	1	—	—	2	N. Y., Housatonic & North.	N.Y. & Conn.	394,088	*	.....	.....	221,700	141,500	33,400	—	5.1	10,800	38,100	17,375	6,845	loss.	—	100	....
Mar. 30, 1870	62.3	—	67.0	—	36	80	18	418	New York and New Haven.	N.Y. & Conn.	6,143,480	900,000	1,625,292	1,159,406	7,500,000	1,061,500	229,665	1,037,013	62.3	.....	.....	.....	2,313,959	1,063,342	10	100	145
Sept. 30, 1870	138.0	66.5	9.5	161.5	22	12	10	460	New York and Oswego Midland	N.Y.	7,769,342	559,306	567,946	.....	4,902,709	3,964,800	25,250	21,835	146.0	179,237	3,695,117	2,835,328	309,989	142,479	—	100	....
Aug. 31, 1870	62.5	—	4.8	—	18	19	6	126	N. Y., Providence and Boston	C. & R. I.	2,568,000	*	560,650	111,567	1,887,400	985,000	—	47,791	67.5	338,659	.....	.....	746,089	265,334	7	100	....
Sept. 30, 1870	99.0	—	4.9	—	—	—	—	—	Niagara Bridge and Canandaigua.	N. York.	1,000,000	—	—	—	1,000,000	—	—	—	—	(Leas.&	oper.by N.	Y. Cen. &	H.Riv'r.)	60,000	6	100	....
Jun. 30, 1870	38.0	—	2.5	15.0	...	...	...	....	Niles and New Lisbon	Ohio.	568,044	*	500,000	.....	500,000	500,000	18,042	—	38.0	.....	.....	.....	38,452	17,678	—	100	....
May 31, 1871	223.0	—	9.2	—	24	20	14	274	North Carolina ¶	North Carolina.	4,947,746	*	320,200	360,738	4,000,000	553,413	292,030	783,241	223.0	.....	.....	.....	744,761	288,189	6	100	....
Feb. 28, 1870	102.0	—	82.2	—	13	13	5	140	North-Eastern ¶	South Carolina.	2,148,131	*	24,990	42,516	1,009,950	1,243,985	39,869	4,813	102.0	250,404	.....	.....	321,552	90,804	—	100	....
Jun. 30, 1870	72.0	—	3.0	118.0	—	—	—	—	North Louisiana and Texas	La.	.....	.....	.....	.....	.....	.....	.....	—	72.0	.....	.....	.....	.....	.....	—	100	....
Feb. 28, 1871	234.7	126.0	21.2	—	81	49	17	1,146	North Missouri ¶	Missouri.	20,500,000	*	.....	.....	7,500,000	13,000,000	.....	—	424.3	.....	.....	.....	2,615,800	.....	—	100	....
Oct. 31, 1870	55.6	19.1	33.4	—	37	22	18	613	North Pennsylvania	Pennsylvania.	6,179,645	1,079,316	1,180,775	.....	3,150,000	3,862,887	90,000	.....	74.7	595,303	.....	.....	1,355,509	590,726	—	50	101
Dec. 31, 1870	138.0	4.0	123.0	—	134	67	32	4,142	Northern Central ¶	Md. and Penn.	11,080,648	3,016,449	.....	1,429,319	5,000,000	8,217,000	2,035,404	995,513	317.0	2,541,535	27,334,821	151,521,712	2,816,662	1,271,962	6	50	80½
Mar. 31, 1870	69.2	13.4	16.5	—	24	15	5	500	Northern New Hampshire	New Hamp.	3,068,400	*	155,253	357,145	3,068,400	115,000	138,426	258,792	82.6	444,771	6,435,927	21,357,261	689,628	256,272	8	100	111
Sept. 30, 1870	21.3	—	4.5	—	6	19	6	32	Northern New Jersey	N. J. and N. Y.	527,452	*	850,000	—	1,000,000	400,000	—	—	—	(Leased	& oper. by	Erie.)	.....	80,000	8	100	....
Aug. 31, 1871	243.0	—	....	173.0	...	...	...	....	Northern Pacific	Minn., Dak. &c.	.....	.....	—	—	10,000,000	50,000p.m	—	—	—	(Under	construct	ion.)	.....	.....	—	100	....
Sept. 30, 1870	59.4	7.0	12.3	—	21	20	—	642	Norwich and Worcester ¶	Conn. & Mass.	2,463,983	149,711	925,242	157,787	2,364,400	776,000	14,888	541,439	66.4	(10 mos.	5,909,914	9,312,721	614,200	191,642	10	100	125¼
Sept. 30, 1870	118.0	4.0	187.2	—	33	10	7	1,084	Ogdensburg and Lake Champlain	N. Y.	2,077,000	500,000	88,779	288,524	5,051,800	529,800	101,464	271,239	122.0	(Leas.&	oper.by V.	Central.)	.....	.....	6	100	89
Dec. 31, 1870	340.0	53.0	11.7	—	87	44	28	1,330	Ohio and Mississippi	Ohio, Ind. & Ill.	25,522,507	2,054,988	3,421,774	285,191	24,196,604	6,534,850	493,106	—	393.0	.....	32,908,901	88,154,054	3,188,137	1,037,414	—	100	47¾
Dec. 31, 1870	95.0	3.5	49.3	—	31	17	5	294	Oil Creek and Allegheny River	Penn.	7,166,836	960,160	.....	.....	4,259,450	3,170,000	.....	—	98.5	650,381	.....	.....	2,718,702	1,422,833	10	50	78½
Sept 30, 1870	72.5	70.2	45.2	—	38	73	18	399	Old Colony and Newport	Massachusetts.	7,202,163	676,816	231,249	253,660	4,959,020	2,879,000	107,600	418,269	142.7	(10 mos.	35,486,808	7,461,065	1,276,848	474,712	6	100	113
Sept. 30, 1870	282.6	10.0	9.0	—	27	19	11	346	Orange, Alex. and Manassas Gap ¶	Va.	8,500,000	690,000	1,571,282	141,013	2,692,540	5,340,676	574,313	.....	292.6	555,236	8,827,750	13,430,793	939,680	359,677	—	100	....
Sept 30, 1870	43.9	4.0	31.0	—	10	10	4	158	Oswego and Syracuse	New York.	1,641,313	*	—	—	793,400	201,000	—	—	43.9	130,130	3,709,860	6,698,247	349,635	85,659	8	100	....

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A *dash* (—) across the column signifies "nil," and running *dots* (.....) signify "not ascertained." Land Grant Railroads are printed in "*Italics.*" State-aid Railroads are distinguished by a "¶."

Years ending.	Railroad. Main Line.	Branch Line.	2d Track and Sidings.	Railroad in progress.	Rolling Stock. Engines.	Cars. Pass.	B. M. E.	Freight.	Companies.	Abstract of General Balance Sheet. Property and Assets. Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Liabilities. Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Operations. Trains Moved.	Carried one mile. Passengers.	Freight.	Earnings. Gross.	Net	Dividends.	Value of Shares. Par.	Market.
	M.	M.	M.	M.						$	$	$	$	$	$	$	$	M.	M.	Number.	Tons.	$	$	pc.	$	p.c.
Apl. 31, 1871	21.0	—	1.0	81.0	2	1	1	10	Owensboro and Russellville..-Kentucky.	400,000	*			450,000	200,000			....	(Under	constructi	on.)			—	100	....
Feb. 28, 1870	283 5	—	39.5	—	97	50	23	1,130	*Pacific* ¶.....Missouri.	12,038,714	3,394,334	420,357	370,669	3,635,750	9,219,389	1,657,413	—	355.0	2,213,115	.....	.....	3,500,230	945,389	—	100	....
Dec. 31, 1870	63.5	—	2.3	—	6	5	2	50	Paducah and Gulf .....Kentucky.	1,333,500	110,000	28,700	—	.....	.....	.....	—	63.5	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	47.6	—	6.0	—	15	23	—	131	Panama.....New Granada.	9,500,000	*	2,062,544	747,469	7,000,000	3,784,136	—	—	47.6	.....	.....	.....	.....	.....	12	100	118½
Sept. 30, 1870	14.5	—	16.2	—	—	—	—	—	Paterson and Hudson.....New Jersey.	630,000	—	—	—	630,000	—	—	—	—	(Leased	and oper.b	y Erie.)	.....	53,400	8	100	....
Sept. 30, 1870	12.0	—	12.0	—	—	—	—	—	Paterson and Newark.....New Jersey.	1,000,000	—	—	—	500,000	500,000	—	—	—	(Leased	and oper.b	y Erie)	.....	.....	—	100	....
Sept. 30, 1870	15.1	—	2.3	—	—	—	—	—	Paterson and Ramapo.....New Jersey.	350,000	—	—	—	248,000	85,000	—	—	—	(Leased	and oper.b	y Erie.)	.....	26,500	5½	100	....
Dec. 31, 1870	20.0	—	—	45.0	—	—	—	—	Pekin, Lincoln and Decatur.....Illinois.	2,500,000	(Cost of	road com	pleted.)	1,500,000	1,000,000	—	—	—	(Leas. b	y Tol. Wa	b.& W'tn.)	.....	.....	—	100	....
Dec. 31, 1870	22.0	—	1.9	—	—	—	—	—	Pemberton and Hightstown....N. Jersey.	538,691	—	—	—	342,150	160,000	36,542	—	—	(Leas.&	oper. by C	'm.&Am.)	.....	.....	6	100	....
Dec. 31, 1870	18.0	—	1.8	—	—	—	—	—	Pemberton and New York...New Jersey.	875,000	—	—	—	500,000	375,000	—	—	—	(Leas.&	oper. by N	.Jersey So	uthern.)	.....	—	100	....
Dec. 31, 1870	354.9	49.2	504.3	—	482	235	96	7,363	Pennsylvania .....Pennsylvania.	33,806,907	*	27,356,661	8,568,549	33,850,000	32,760,090	4,961,734	1,524,392	601.6	10,185,233	.....	.....	17,531,707	6,271,222	10	50	115½
Dec. 31, 1870	47.0	—	54.0	—	23	3	—	1,188	Pennsylvania Coal.....Pennsylvania.	2,000,000	*	2,731,000	—	4,000,000	556,000	175,000	—	62.9	(Traffic	chiefly coa	l. Div. fro	m coal tr	ade.)	20	100	....
Nov. 30, 1870	105.0	1.6	21.6	—	2	2	—	768	Pennsylvania and N. York. N.Y. & Penn.	5,811,700	*	—	.....	1,811,700	3,000,000	.....	—	106 9	.....	.....	.....	949,686	311,914	—	100	....
Dec. 31, 1879	46.0	—	7.9	—	—	—	—	—	Peoria and Bureau Valley.....Illinois.	1,800,000	—	—	—	1,200,000	600,000	—	—	—	(Leased	& oper. by	Chic., R. I.	& Pac.)	.....	8	100	....
Dec. 31, 1870	83.0	—	8.5	—	10	8	4	122	Peoria, Pekin and Jacksonville...Illinois.	3,000,000	*	—	.....	1,000,000	2,000,000	.....	—	83.0	246,648	.....	.....	.....	.....	—	100	....
Jun. 30, 1871	90.0	—	4.2	—	...	...	...	....	Peoria and Rock Island.....Illinois.	4,300,000	.....	—	—	2,000,000	2,000,000	—	—	90.0	(Recenti	y complet	ed.)	.....	.....	—	100	....
Dec. 31, 1870	6.5	—	—	—	—	—	—	—	Perth Amboy and Woodbridge. N. Jersey.	214,581	—	—	.....	57,200	100,000	57,381	.....	6.5	(Owned	by Cam.&	Amboy.)	21,301	9,167	—	100	....
Dec. 31, 1870	61.0	21.3	6.2	—	14	8	3	96	Petersburg ¶.....Virginia.	1,650,156	*	—	62,580	1,324,200	295,094	93,442	—	92.3	.....	.....	.....	260,113	117,898	—	100	....
Oct. 31, 1870	46.0	—	5.5	—	8	7	2	87	Philadelphia and Balt. Cent. Penn. & Md.	1,599,906	177,744	—	.....	220,606	1,100,000	326,690	—	58.1	155,390	.....	.....	251,576	6,001	—	100	....
Dec. 31, 1870	287.6	—	95.5	—	120	34	17	2,144	Philadelphia and Erie ¶....Pennsylvania.	21,601,865	*	.....	.....	8,404,300	12,598,000	609,565	—	289.6	2,228,683	.....	.....	3,144,045	366,316	—	50	56½
Oct. 31, 1870	17.1	3.1	25.4	—	24	46	11	187	Phila., Germantown and Norristown..Pa.	1,139,079	362,964	.....	.....	1,626,250	55,900	.....	.....	33.6	405,605	.....	.....	700,465	303,186	10	50	175½
Nov. 30, 1870	98.4	85.0	301.3	42.1	154	145	*	11369	Philadelphia and Reading..Pennsylvania.	29,994,323	5,487,700	15,612,478	—	30,401,700	9,657,700	4,184,177	1,851,024	575.3	5,100,175	41,508,247	457,787,779	9,571,367	3,062,582	10	50	119½
Dec. 31, 1870	26.6	—	36.2	—	—	—	—	—	Philadelphia and Trenton..Pennsylvania.	1,497,604	—	—	—	1,259,100	—	—	—	33.4	(Oper.b	y Unit.Co.)	(14 mos.	1,389,328	120, 06	10	100	125
Oct. 31, 1870	95.9	3.8	107.5	—	59	151	*	1,002	Philadelphia, Wilm. and Baltimore. Penn.	10,692,178	*	1,507,868	677,153	9,562,650	2,359,500	530,471	434,578	101.7	995,234	.....	.....	2,577,147	929,288	8	50	115
Dec. 31, 1870	193.0	7.5	24.9	—	89	30	17	1,524	Pbg, Cin. & St. Louis. Pa. & W. Va. Ohio.	13,768,374	2,386,429	—	.....	5,424,350	10,027,990	99,030	—	200.5	.....	.....	.....	2,821,124	726,115	—	50	....
Oct. 31, 1870	59.0	—	20.3	90.0	21	22	4	168	Pittsburg and Connellsville ¶.....Penn.	4,621,737	409,251	3,428,058	.....	1,794,576	5,500,000	818,538	—	72.0	522,044	.....	.....	655,736	185,848	—	50	....
Dec. 31, 1870	468.3	—	150.3	—	222	95	54	4,660	Pittsburg, Ft. W. and Chic..P., O., I. & I.	24,894,193	*	—	—	19,714,285	13,663,000	18,230	—	500.6	5,381,430	.....	.....	7,863,574	3,123,631	7	100	97
Sept. 30, 1870	18.6	—	1.4	—	—	—	—	—	Pittsfield and North Adams.....Mass.	443,678	—	—	—	450,000	—	—	—	—	(Leas.&	oper.byBo	s.&Alb'y.)	—	27,000	6	100	88
Oct. 31, 1870	45.0	—	1.4	67.5	4	6	3	117	Port Huron and Lake Michigan.....Mich.	489,113	34,493	—	101,813	44,100	505,000	76,319	—	....	.....	.....	.....	41,259	28,943	—	100	....
Dec. 31, 1870	63.0	9.5	7.0	—	20	22	13	270	Portland and Kennebec.....Maine.	2,871,264	*	—	—	993,100	1,222,848	268,519	—	109.5	416,955	8,003,844	7,724,807	646,265	125,219	6	100	....
Dec. 31, 1870	27.5	—	2.1	—	4	2	1	27	Portland and Oxford Central.....Maine.	550,000	*	—	—	250,000	250,000	50,000	—	27.5	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	51.5	—	5.8	—	17	—	7	167	Portland, Saco and Portsmouth....Maine.	1,359,836	*	585.069	79,576	1,500,000	—	—	—	—	(Leased	& oper. by	Eastern.)	.....	.....	10	100	133
May 31, 1871	30.0	—	—	80.0	—	—	—	—	Port Royal.....South Carolina.	1,200,000	*	4,300,000	—	3,000,000	2,500,000	—	—	—	(Under	constructi	on.)	—	—	—	100	....
Mar. 31, 1870	26.0	—	2.0	—	3	3	2	56	Portsmouth, Gt. Falls and Conway. N. H.	370,000	*	—	—	170,000	200,000	—	—	26.0	.....	.....	.....	88,144	31,755	—	100	95½
Sept. 30, 1870	20.8	—	—	25.4	1	—	—	25	Poughkeepsie and Eastern....New York.	629,198	*	—	—	483,874	10,000	176,302	—	—	.....	.....	.....	.....	.....	—	100	....
Nov. 30, 1870	15.0	—	0.6	—	4	6	3	11	Providence, Warren and Bristol. R. I. & M.	704,336	*	—	—	437,917	55,000	16,500	—	15.0	41,676	2,113,181	202,162	74,793	6,329	—	100	....
Sept. 30, 1870	43.4	1.0	31.9	—	21	24	6	622	Providence and Worcester..R. I. & Mass.	1,618,575	509,711	114,275	56,137	2,000,000	46,000	135,000	117,698	48.3	348,465	... .	(10 mos.	661,717	193,811	10	100	144½
Jun. 30, 1871	40.0	—	—	—	—	—	—	—	Quincy and Warsaw.....Illinois.	1,400,000	—	—	—	600,000	800,000	—	—	—	(Leas. &	& oper. by	Ch., Burl.	&Quinc.)	.....	—	100	....
May 31, 1870	97.0	—	7.9	—	12	11	4	92	Raleigh and Gaston ¶.....North Carolina.	1,500,000	*	205,500	109,007	1,500,000	50,000	74,414	190,093	97.0	164,049	1,153,379	5,929,904	313,113	80,370	5	100	....
Nov. 30, 1870	40.0	8.0	4.5	—	8	7	1	37	Reading and Columbia.....Pennsylvania.	2,022,541	220,853	—	—	507,268	1,000,000	1,056,405	—	48.0	172,982	.....	.....	201,689	56,200	—	50	....
Sept. 30, 1870	71.0	110.0	32.0	—	36	63	16	826	Rensselaer and Saratoga.....N. Y. & Vt.	8,101,897	*	885,084	737,841	6,000,000	1,689,750	—	2,035,072	181.0	600,871	16,481,419	22,373,357	1,656,169	583,253	7	100	105
Sept. 30, 1870	140.5	1.5	11.2	—	25	17	8	223	Richmond and Danville ¶.....Virginia.	6,931,704	*	1,827,035	89,741	4,000,000	2,680,000	285,392	1,782,488	190.5	379,899	6,698,740	7,545,929	692,367	224,733	—	100	....
Sept. 30, 1870	75.5	—	5 0	10.0	14	15	17	93	Richmond, Frederick and Potomac ¶..Va.	2,303,424	*	97,618	122,548	1,464,128	466,605	34,949	557,817	75.5	173,100	4,737,532	904,930	328,129	68,245	—	100	....
Sept. 30, 1870	22.1	2.8	3.9	—	7	10	3	135	Richmond and Petersburg ¶.....Virginia.	1,188,215	*	86,082	21,433	847,100	326,296	89,636	32,698	46.4	91,896	1,349,010	1,721,310	170,693	50,377	—	100	....
Sept. 30, 1870	38.3	—	2.2	26.0	3	3	2	47	Richmond and York River ¶....Virginia.	1,440,321	*	—	.....	650,000	712,173	78,148	—	38.3	.....	.....	.....	86,052	24,916	—	100	....
Sept. 30, 1870	22.0	—	0.6	31.0	...	...	...	....	Roanoke Valley.....Va. & N. Carolina.	482,612	*	—	—	427,402	—	—	—	22.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	18.5	—	1.3	—	—	—	—	—	Rochester and Genesee Valley..N. York.	656,026	—	—	—	557,560	70,000	—	—	—	(Leased	& oper. by	Erie.)	.....	.....	6	100	....
Jun. 31, 1870	20.0	—	1.2	—	3	1	1	26	Rome.....Georgia.	235,235	*	—	—	250,844	—	—	—	20.0	.....	.....	.....	125,304	52,801	20	100	....
Sept. 30, 1870	141.1	48.5	23.4	—	39	29	13	604	Rome, Watertown and Ogdensburg. N. Y.	4,000,000	*	399,953	.....	2,997,800	1,777,900	334	.....	218.2	593,514	15,296,580	19,605,175	1,324,943	475,270	10	100	95
Sept. 30, 1870	33.0	—	1.0	57.0	3	3	1	25	Rondout and Oswego.....New York.	1,106,473	*	.....	.....	1,256,936	12,000	7,602	.....	....	8,314	266,724	123,606	20,662	17,378	—	100	....
Sept. 30, 1870	120.0	—	23.9	—	42	34	14	1,100	Rutland .....Vermont.	8,000,000	*	—	—	7,000,000	1,000,000	.....	.....	239.0	.....	10,016,552	19,603,470	1,189,969	297,492	—	100	15
Dec. 31, 1870	22.0	—	6.5	—	6	3	4	171	St. Croix and Penobscot.....Maine.	609,000	*	23,351	8,516	100,000	242,700	4,000	—	22.0	45,657	.....	.....	83,429	35,530	4	100	....
Dec. 31, 1870	112.0	—	—	159.0	...	...	...	....	St. Joseph and Denver City.....Kansas.	.....	.....	.....	.....	10,000,000	6,000,000	.....	.....	112.0	(Under	constructi	on.)	.....	.....	—	100	....
Dec. 31, 1870	175.0	34.0	22.1	—	...	...	...	....	St. Louis, Alton and Terre Haute. Illinois.	10,700,000	*	—	—	4,340,000	6,700,000	—	—	209.0	.....	.....	.....	1,390,376	580,474	—	100	25
Dec. 31, 1870	—	—	—	200.0	2	—	—	—	St. Louis, Council B. & Omaha..Mo.& Io.	.....	*	—	—	6,000,000	3,200,000	—	—	—	(Under	constructi	on—80 m.i	n oper.Ju	n. 1, '71.)	—	100	....
Dec. 31, 1870	195.0	15.0	28.0	—	46	24	11	667	*St. Louis and Iron Mountain* ¶...Missouri.	8,301,027	1,443,444	299,173	109,670	10,000,000	4,000,000	.....	.....	201.0	635,019	.....	.....	1,372,236	385,803	—	100	101½
Dec. 31, 1870	151.0	—	15.1	—	—	—	—	—	St. Louis, Jacksonville and Chicago...Ill.	5,348,850	*	—	—	2,223,850	2,725,000	—	—	—	(Leas. &	oper.byCh	icago & Al	ton.)	240,000	—	100	....
Dec. 31, 1870	91.0	—	—	109.0	13	8	7	250	St. Louis and South Eastern.....Illinois.	.....	.....	—	.....	7,250,000	3,250,000	.....	—	—	(Under	constructi	on.)	.....	.....	—	100	....
Dec. 31, 1870	72.2	—	2.0	—	—	—	—	—	St. Louis and St Joseph .....Mo.	2,000,000	—	—	—	1,000,000	1,000,000	—	—	—	(Leas. &	oper.by N.	Missouri.)	.....	.....	—	100	....
Dec. 31, 1870	158.9	—	—	—	17	10	4	315	St. Louis, Vandalia & Terre Haute....Ill.	6,000,000	*	—	—	1,500,000	4,500,000	—	—	—	(Leas. &	oper.byTe	rre H.& In	dianapo.)	.....	—	100	....
Jun. 30, 1871	69.0	—	—	50.0	—	—	—	—	St. Paul and Chicago..... .....Minn.	.....	—	—	—	2,000,000	3,000,000	—	—	—	(Under	constructi	on.)	.....	.....	—	100	....
Dec. 31, 1870	135.0	76.0	8.6	140.0	16	12	4	200	*St. Paul and Pacific* (1st Div.). Minnesota.	13,446,030	.....	.....	.....	.....	11,020,000	.....	.....	180.0	273,250	5,745,728	5,941,575	477,465	168,775	—	100	....
Dec. 31, 1870	121.5	—	8.0	75.0	12	6	4	184	St. Paul and Sioux City.....Minn.	4,347,817	*	.....	.....	2,400,000	1,600,000	367,836	.....	110.0	284,410	.....	.....	390,513	175,529	—	100	....
Dec. 31, 1870	16.6	—	—	—	—	2	1	12	Salem.....New Jersey.	278,328	*	—	.....	180,550	100,000	—	—	—	(Leas. &	oper.by W	est Jer.)	—	—	6	50	....
Sept. 30, 1870	16.9	—	2.6	—	—	—	—	—	Salem and Lowell .....Massachusetts.	551,985	*	—	2,524	243,305	326,900	1,287	82,596	—	(Leas. &	oper. by B.	&Lowell.)	—	—	1.4	100	....
Dec. 31, 1870	116.3	—	10.0	—	14	18	19	237	Sandusky, Mansfield and Newark ..Ohio.	3,218,100	*	—	—	910,350	2,307,000	—	—	116.3	433,006	.....	.....	480,173	130,245	—	100	....
Sept. 30, 1870	21.5	—	1.6	—	—	—	—	—	Saratoga and Schenectady....New York.	484,684	—	—	—	300,000	40,000	—	—	—	(Leas.&	oper.byRe	nsselaer &	Saratog.)	—	8	100	....
Dec. 31, 1870	104.0	—	4.5	—	10	10	4	58	Savannah & Charleston.....S. Car. & Ga.	2,040,106	*	—	179,048	997,100	1,157,245	49,267	15,532	104.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	44.0	—	2.0	106.0	—	—	—	—	Sav., Griffin & North Alabama. Ga.& Ala.	499,128	—	25,479	65,882	449,588	—	140,901	—	—	(Oper.te	mporarily	by Mac. &	West'n.)	—	—	100	....
Dec. 31, 1870	29 0	—	1.0	215.0	1	—	—	14	Savannah and Memphis.....Alabama.	.....	*	.....	—	.....	320,000	—	—	—	(Under	constructi	on.)	—	—	—	100	....
Dec 31, 1870	11.0	—	8.9	—	—	—	—	—	Schuylkill Valley.....Pennsylvania.	576,050	—	—	—	576,050	—	—	—	—	(Leas. &	oper.byPh	ila.& Read	ing.)	28,803	5	50	....

Oct. 31, 1870	54.0	—	7.0	—	7	3	—	76	Schuylkill and Susquehanna.....Penn.	1,288,539	*	—	—	1,269,150	97,000	118,988	—	54.0	202,476	.....	.....	207,264	72,103	—	50	....
Feb. 28, 1871	80.0	—	6.0	—	13	7	3	166	Seaboard and Roanoke.Va. & N. Carolina.	1,811,863	*	186,213	105,220	1,151,400	210,000	.....	—	80.0	.....	.....	.....	470,323	159,509	4	100	....
Apr. 30, 1871	40.0	—	3.0	60.0	2	—	—	—	Selma and Gulf.....Alabama.	1,640,000	*	—	—	1,000,000	640,000	.....	—	40.0	(Under	constructi	on.)	—	—	—	100	....
Apr. 30, 1871	50.0	—	2.6	230.3	4	2	2	48	Selma, Marion & Memphis.Ala.Miss.& T.	1,600,000	*	—	—	.....	800,000	—	—	50.0	(Under	constructi	on.)	—	—	—	100	....
Dec. 31, 1870	81.3	—	6.3	—	13	8	2	100	Selma and Meridian.....Alabama.	.....	.....	—	.....	969052	796,830	—	—	—	(Recent	ly sold un	der foreclo	sure. No	returns.)	—	100	....
Dec. 31, 1870	225.0	—	9.2	—	25	10	6	274	*Selma, Rome and Dalton*..Ala. & Georgia.	.....	.....	—	.....	8,000,000	11,000,000	—	—	—	(In a bad	condition.	No return	s.)	.....	—	100	....
Dec. 31, 1870	28.0	—	4.5	—	—	—	—	—	Shamokin Valley and Pottsville....Penn.	1,569,450	.....	—	—	869,450	700,000	—	—	28.0	173,491	.....	.....	273,565	101,671	6	50	....
Dec. 31, 1870	45.5	—	2.0	—	4	4	2	71	Sheboygan and Fond du Lac..Wisconsin.	2,000,694	*	—	—	1,243,000	750,000	—	—	45.5	.....	.....	.....	77,924	11,359	—	100	....
Nov. 30, 1870	21.0	—	1.8	....	2	2	2	58	Shenango and Allegheny.....Penn.	625,500	79,945	—	—	157,837	520,000	35,000	—	21.0	22,240	.....	.....	37,096	9,626	—	50	....
Dec. 31, 1870	50.0	—	2.6	—	—	—	—	—	Shore Line.....Connecticut.	1,195,800	—	—	.....	995,800	200,000	.....	—	—	(Leas. &	oper. by N.	York &N.	Haven.)	100,000	10	100	....
Jun. 30, 1870	101.8	10.0	5.4	—	12	4	3	184	*Sioux City and Pacific*.....Neb. & Iowa.	4,644.000	*	—	.....	1,788,000	3,256,320	.....	—	108.3	.....	.....	.....	301,428	111,528	—	100	....
Dec. 31, 1870	16.0	—	0.6	—	—	—	—	—	South Branch.....New Jersey.	439,694	—	—	—	438,300	—	—	—	—	(Leas. &	oper. by C	entral of N	ew Jer.)	—	6	100	....
Dec. 31, 1870	137.0	106.0	10.7	—	43	47	*	464	South Carolina ¶.....South Carolina.	9,500,000	*	1,241,909	315,965	5,819,275	4,434,249	452,030	353,009	243.0	840,910	.....	.....	1,485,138	569,043	2	100	....
Dec. 31, 1870	94.0	—	2.9	89.0	5	2	3	48	South and North Alabama.....Ala.	.....	.....	—	—	.....	4,926,000	—	—	—	(Only p	artially in	operati'n.)	.....	.....	—	100	....
Sept. 30, 1870	11.5	—	2.0	—	3	12	2	15	South Shore.....Massachusetts.	462,167	39,426	2,419	1,642	259,685	150,000	24,807	71,162	11.5	50,907	1,463,091	115,070	62,169	18,934	—	100	....
Sept. 30, 1870	57.0	0.8	6.8	—	17	31	7	89	South Side (L. I.).....New York.	2,617,181	*	—	.....	1,000,000	2,250,000	—	—	72.8	254,938	10,319,774	1,377,540	358,168	162,982	—	100	75½
Sept. 30, 1870	89.0	—	2.0	27.5	8	4	4	73	Southern Central.....New York.	4,500,000	*	—	—	3,000,000	1,500,000	—	—	....	61,760	1,083,133	642,124	.....	.....	—	100	....
Dec. 31, 1870	—	—	—	87.0	—	—	—	—	Southern Iowa and Cedar Rapids..Iowa.	.....	....	—	—	2,500,000	1,500,000	—	—	—	(Under	constructi	on.)	.....	.....	—	100	....
Dec. 31, 1870	170.5	—	4.0	109.5	17	8	4	292	Southern Minnesota.....Minnesota.	32,426 pm	1, ...	—	—	.....	20,000p m	—	—	100.0	.....	.....	.....	267,762	27,677	—	100	....
May 31, 1871	80.0	—	—	640.0	....	....	....	....	Southern Pacific.....California.	.....	.....	.....	.....	.....	.....	.....	.....	....	(Under	constructi	on.)	.....	.....	—	100	....
Apr. 30, 1870	56.0	—	2.8	744.0	5	2	—	43	Southern Pacific.....Texas.	1,400,000	*	—	—	686,100	222,000	209,270	.....	49.0	.....	.....	.....	284,142	166,971	—	100	....
Dec. 31, 1870	—	—	—	60.0	—	—	—	—	Southern Pennsylvania.....Penn.	810,000	.....	2,000,000	—	577,408	651,500	95,000	—	—	(Under	constructi	on.)	—	—	—	100	....
Nov. 30, 1870	143.0	114.5	20.0	26.5	32	17	17	421	Southwestern.....Georgia.	4,081,048	376,726	129,538	.....	3,939,900	699,500	.....	.....	257.5	(Leased	by Cen. of	Georgia.)	1,324,180	418,072	10	100	....
Sept. 30, 1870	68.0	—	3.4	—	5	4	2	31	Spartanburg and Union ¶.South Carolina.	1,340,882	*	—	—	751,296	198,370	125,000	—	68.0	.....	.....	.....	68,318	14,502	—	100	....
Dec. 31, 1870	166.0	—	8.0	59.0	.....	.....	.....	....	Springfield & Ill. So. Eastern.....Illinois.	.....	.....	.....	.....	.....	15,000p m	.....	.....	—	(Under	cons. to be	finished b	y Dec. 1,	—	—	—	100	....
Sept. 30, 1870	13.0	—	0.3	—	3	6	—	6	Staten Island.....New York.	370,386	*	569,614	—	700,000	200,000	40,000	.....	13.0	54,834	2,693,648	.....	292,579	72,671	8	100	....
Nov. 30, 1870	21.9	—	1.1	—	—	—	—	—	Stockbridge and Pittsfield.....Mass.	448,700	—	—	—	448,700	448,700	—	—	—	(Leased	& oper. by	Housat'c.)	—	31,409	7	100	....
Nov. 30, 1870	13.2	—	1.0	—	—	—	—	—	Stony Brook.....New Hamp.	267,383	—	—	—	267,300	—	—	634	—	(Leased	& oper. by	Nash.&Lo	well.)	.....	6	100	....
Mar. 31, 1870	26.0	—	2.0	—	—	—	—	—	Sullivan.....Nnw Hamp.	1,250,000	—	—	—	500,000	750,000	—	—	—	(Leased	& oper. by	Ver. Cen.)	.....	.....	—	100	....
Dec. 31, 1870	16.0	—	—	13.0	—	—	—	—	Sullivan and Erie.....Pennsylvania.	.....	—	—	—	1,200,000	1,000,000	—	—	—	(Under	constructi	on.)	.....	.....	—	50	....
Dec 31, 1870	24.0	—	1.1	—	4	2	2	39	Sussex.....New Jersey.	517,850	*	—	—	317,850	200,000	3,874	—	—	.....	.....	.....	95,253	31,251	5	100	....
Dec. 31, 1870	8 3	—	—	—	—	—	—	—	Swedesboro'.....New Jersey.	288,200	—	—	—	92,925	171,000	29,284	—	—	(Leased	& oper. by	W.N.Jer.)	—	—	6	100	....
Sept. 30, 1870	81.0	10.0	16.3	—	14	13	3	337	Syracuse, Binghamton and N. York.N.Y.	3,707,684	*	—	.....	1,670,130	1,695,825	13,783	.....	81.0	429,182	5,813,304	32,216,419	744,022	309,912	—	100	....
Sept. 30, 1870	11.1	0.6	1.3	—	5	8	5	104	Taunton Branch.....Massachusetts.	392,971	*	24,194	52,235	400.000	—	23,557	45,843	11.7	65,346	.....	(10 mos.	102,172	23,651	8	100	111½
Dec. 31, 1870	30.0	—	—	157.0	.....	.....	.....	....	Tennessee and Pacific ¶.....Tennessee.	1,117,617	*	1,267,239	944	635,070	1,185,000	557,988	7,742	—	(Under	constructi	on.)	—	—	—	50	....
Nov. 30, 1870	80.0	11.0	26.3	—	35	21	10	714	Terre Haute and Indianapolis....Indiana.	2,650,783	*	1,465,285	42,464	1,988,150	800,000	284,849	1,095,523	72.0	578,258	9,988,392	35,490,358	1,087,526	459.465	12	100	....
Dec. 31, 1870	30.6	—	6.7	—	12	5	1	367	Tioga.....Pennsylvania.	849,152	381,640	.....	.....	580,900	243,000	—	.....	34.6	190,395	.....	.....	420,623	222,905	—	100	....
Dec. 31, 1870	228.0	—	22.0	—	44	13	11	611	Toledo, Peoria and Warsaw.....Illinois.	10,806,000	*	.....	.....	5,700,000	5,106,000	.....	.....	228.0	.....	.....	.....	.....	.....	—	100	....
Dec. 31, 1870	454.8	154.2	69.2	—	130	62	33	2,825	Toledo, Wabash and Western.O. I. & Ill.	33,590,000	*	1,094,836	572,619	16,000,000	18,387,000	81,710	858,744	631.0	3,473,960	.....	.....	4,544,641	1,308,376	—	100	75¾
Sept. 30, 1870	34.9	—	8.9	—	13	13	6	222	Troy and Boston.....New York.	2,307,907	*	.....	.....	998,061	1,898,000	347,055	—	55.3	174,320	4,631,950	4,521,682	478,263	165,248	—	100	....
Sept. 30, 1870	6.0	—	6.0	—	—	—	—	—	Troy and Greenbush.....New York.	294,908	—	—	—	274,400	—	—	—	—	(Leased	& oper. by	N.Y. Cen.	&H.Riv.)	—	6	100	48¾
Dec. 31, 1870	37.5	8.0	10.1	—	—	—	—	—	Tyrone and Clearfield.....Pennsylvania.	1,000,000	—	—	—	510,000	—	404,069	—	—	(Leased	& oper. by	Pennsylva	nia.)	—	—	50	....
Dec. 31, 1870	1,038	—	103.8	—	155	62	27	2,434	*Union Pacific*.....Nebraska, &c.	110,812.512	*	.....	.....	36,745,000	74,067,512	.....	.....	1,038.7	.....	74,917,335	71,779,106	7,625,277	2,947,862	—	100	40
Dec. 31, 1870	100.0	—	6.3	250.0	6	5	2	124	*Union Pacific* (Central Branch)..Kansas.	3,723,000	*	.....	.....	1,000,000	3,200,000	.....	—	100.0	.....	.....	.....	182,563	.....	—	100	....
Dec. 31, 1870	25.0	—	1.0	—	.....	.....	.....	....	Union and Titusville.....Penn.	1,500,000	*	.....	.....	500,000	1,000,000	—	—	—	(Recen't	y opened f	or traffic.)	—	.....	—	100	....
Sept. 30, 1870	59.0	—	4.4	27.3	8	7	4	67	Utica and Black River.....New York.	1,835,315	*	.....	.....	1,666,990	150,000	—	.....	59.0	85,360	3,192,075	1,403,923	250,425	120,360	6	100	....
Sept. 30, 1870	46.3	21.0	7.3	—	7	11	4	60	Utica, Chenango and Susq. Valley..N. Y.	2,153,905	*	—	.....	1,900,900	—	.....	.....	....	99,975	3,391,815	978,119	208,353	85,890	—	100	....
Sept. 30, 1870	11.4	—	1.0	—	—	—	—	—	Valley.....New York.	769,287	—	—	.....	750,000	—	.....	.....	11.4	40,386	333,487	6,691,692	144,140	115,076	8	100	....
Dec. 31, 1870	47.0	25.5	8.9	—	—	—	—	—	Vermont and Canada.....Vermont.	2,500,000	—	—	.....	2,500,000	—	.....	—	—	(Leased	& oper. by	Ver. Cen.)	.....	.....	8	100	95½
May 31, 1870	158.0	27.0	36.0	—	77	46	17	1,620	Vermont Central.....Vermont.	13,000,000	*	(Incl. Vt.	& Can.)	5,000,000	9,500,000	.....	.....	185.0	1,144,375	16,301,331	65,732,302	2,084,884	588,977	—	100	....
Sept. 30, 1870	60.3	10.8	9.0	—	15	17	10	228	Vermont and Massachusetts..Mass. & Vt.	3,465,943	*	296,236	96,354	2,860,000	750,000	199,627	48,906	110.1	225,166	.....	(10 mos.	456,651	loss.	—	100	84½
May 31, 1870	23.7	—	3.1	—	4	—	—	—	Vermont Valley.....Vermont.	1,221,886	*	.....	.....	516,164	793,200	.....	.....	—	(Leased	& oper. by	Ver. Cen.)	.....	.....	—	100	....
May 31, 1870	47.5	—	1.4	—	3	—	—	50	Vineland.....New Jersey.	1,750,000	*	—	—	1,000,000	750,000	—	—	—	(Recent	ly complet	ed.)	—	—	—	100	....
Sept. 30, 1870	18.5	—	0.8	66.8	—	—	—	—	Walkill Valley.....New York.	695,465	—	—	—	499,600	350,000	—	—	18.5	15,794	100,513	.....	14,411	2,976	—	100	....
Sept. 30, 1870	10.2	—	0.4	—	—	—	—	—	Warwick Valley.....New York.	199,161	—	—	—	225,000	85,000	—	—	10.2	19,820	290,410	.....	50,792	18,677	5	100	....
Sept. 30, 1870	44.0	—	2.0	—	4	5	3	55	Washington and Ohio.....Virginia.	1,483,012	119,903	.....	.....	1,467,670	86,896	.....	.....	44.0	88,395	.....	.....	97,045	9,712	—	100	....
Oct. 31, 1870	26.5	—	5.2	—	12	16	3	61	West Chester and Philadelphia.....Penn.	1,320,024	178,583	216,037	.....	684,046	957,500	107,000	—	35.5	204,506	.....	.....	288,566	101,693	—	100	....
Sept. 30, 1870	200.6	49.7	289.0	—	163	118	40	3,045	Western.....Mass. & New York.	21,938,629	*	2,154,639	1,701,178	29,405,200	1,764,520	492,730	4,132,076	268.9	2,877,540	.....	(10 mos.	5,785,987	1,830,314	10	100	....
Dec. 30, 1870	133.0	—	16.2	—	52	15	10	573	Western and Atlantic.....Georgia.	5,000,000	*	—	—	.....	.....	—	—	—	(Leas.fo	r 20 y'rs at	$25,000 m	onthly.)	3,000,000	—	100	....
Sept. 30, 1870	46.0	—	1.4	34.5	5	5	5	55	Western Maryland ¶.....Maryland.	3,000,000	*	—	—	650,000	1,400,000	—	—	46.0	67,611	1,791,187	.....	137,928	36,133	—	100	....
Aug. 31, 1870	105.0	—	5.0	37.0	5	6	2	24	Western North Carolina..North Carolina.	.....	*	—	—	6,500,000	1,400,000	—	—	105.0	.....	.....	.....	112,625	13,200	—	50	....
Dec. 31, 1870	57.1	27.6	12.0	—	—	—	—	—	Western Pennsylvania.....Pennsylvania.	3,671,000	—	—	—	1,022,450	1,800,000	—	—	—	(Leased	& oper. by	Pennsylva	nia.)	—	—	50	....
Dec. 31, 1870	59.7	—	4.1	—	18	66	9	287	West Jersey.....New Jersey.	2,204,464	*	1,336,074	116,207	1,209,000	2,379,000	20,000	43,745	126.1	507,150	16,363,324	3,639,915	633,616	255,428	10	100	....
Sept. 30, 1870	—	—	—	93.0	—	—	—	—	West Shore Hudson River....New York.	624,464	—	—	—	526,700	676,300	7,427	—	—	(Under	cons.—Ne	wburg to	Albany.)	—	—	100	....
Apr. 30, 1870	115.0	—	1.2	55.0	11	12	4	305	West Wisconsin.....Wisconsin.	5,000,000	*	—	—	4,000,000	4,000,000	—	—	—	(Under	cons.—ope	n to Meno	menee.)	.....	—	100	....
Dec. 31, 1870	32.5	—	0.5	—	—	—	—	—	Williamston and Tarboro.....North Car.	850,000	—	—	—	500,000	350,000	—	—	—	(Operat	ed by Wil.	& Wel.)	.....	.....	—	100	....
Aug. 31, 1870	168.0	—	3.6	104.0	11	6	4	150	Wilmington, Charlotte & Rutherford.N.C.	5,200,000	*	—	—	1,200,000	4,000,000	—	—	168.0	.....	.....	.....	230,203	121,457	—	100	....
Dec. 31, 1870	171.0	—	15.0	—	17	11	8	111	Wilm. Colum. and Augusta.N. C. & S. C.	(Late Wi	lming.&	Manch.)	—	5,000,000	—	—	—	171.0	.....	.....	.....	.....	.....	—	100	....
Sept. 30, 1870	162.0	19.0	9.5	—	19	16	15	294	Wilmington and Weldon ¶...N. Carolina.	3,083,066	*	35,154	114,711	1,463,775	1,484,665	130,021	154,579	181.0	436,316	.....	.....	594,222	250,725	—	100	....
Dec. 31, 1870	32.0	—	1.8	—	—	—	—	—	Winchester and Potomac.....Virginia.	600,000	—	—	—	180,000	144,400	102,400	—	—	(Leased	& oper. by	Balt. & O	hio.)	27.000	6	100	....
Dec. 31, 1870	138.0	4.0	3.4	—	14	6	3	333	Winona and St. Peter.....Minnesota.	4,754,837	427,100	—	—	—	4,750,000	—	—	142.0	.....	2,861,440	6,131,860	574,668	109,400	—	100	....
May 31, 1871	—	—	—	14.0	—	—	—	—	Worcester.....Maryland.	.....	.....	—	—	100,000	300,000	—	—	—	(Under	constructi	on.)	—	—	—	100	....
Sept. 30, 1870	45.7	—	15.5	—	13	11	5	292	Worcester and Nashua...N. Hampshire.	1,806,128	*	93,171	58,845	1,400,555	—	3,801	553,777	45.7	260,726	4,701,816	7,193,226	452,547	156,860	10	100	136½
									CANALS, &c.																	
May 31, 1871	12.5	—	—	—	—	—	—	—	Chesapeake & Delaware Canal.Del. & Md.	3,662,316	—	258,679	151,967	2,031,988	2,039,150	1,825	—	12.5	—	—	—	414,202	275,342	4	50	77
Sept. 30, 1870	184.5	—	—	—	—	—	—	—	Chesapeake and Ohio Canal...Md. & Va.	10,506,309	—	—	—	8,229,594	—	—	—	184.5	—	—	—	.....	—	—	25	....
Dec. 31, 1870	60.0	—	—	—	—	—	—	—	Delaware Division Canal..Pennsylvania.	2,433,350	—	—	—	1,633,350	800,000	—	—	—	(Leased	& oper. by	Lehigh N	—	—	8	50	96
Dec. 31, 1870	108.0	—	—	—	—	—	—	—	Delaware & Hudson Canal.Penn. & N.Y.	7,066,899	—	13,245,880	—	15,000,000	5,000,000	—	—	108.0	.....	.....	—	107,947	.....	10	100	119¾
Dec. 31, 1870	43.0	22.5	—	—	—	—	—	—	Delaware and Raritan Canal.New Jersey.	4,735,353	—	—	—	5,847,400	—	—	—	65.5	.....	.....	—	888,353	585,004	10	100	....
Oct. 31, 1870	136.0	25.0	—	—	—	—	—	—	Erie Canal.....Pennsylvania.	1,562,000	—	—	—	64,000	835,759	689,446	—	161.0	(Leased	1870 by Pe	nnsylvani	67,252	loss.	—	50	....
Dec. 31, 1870	83.0	—	—	—	—	—	—	—	Lehigh Navigation.....Pennsylvania.	1,115,452	—	—	—	1.003.500	110,000	—	—	83.0	.....	.....	.....	220,216	130,187	10	100	88¼
Dec. 31, 1870	48 0	—	—	—	—	—	—	—	Monongahela Navigation Canal....Penn.	4,455,000	—	19,947,779	—	8,739,800	15,662,979	—	—	108.0	.....	.....	.....	344,308	181,042	—	100	....
Feb. 28, 1870	103.0	—	—	—	—	—	—	—	Morris Canal.....New Jersey.	3,391,214	—	—	110,570	2,200,000	1,021,965	197,815	82,206	103.0	.....	.....	.....	391,550	183,076	—	100	50
Dec. 31, 1870	173.0	64 0	—	—	—	—	—	—	Pennsylvania Canal.....Pennsylvania.	6,569,950	—	.....	—	4,337,950	2,232,000	.....	—	360.0	.....	.....	.....	609,552	142,888	—	50	40
Dec. 31, 1870	108.2	1.0	—	—	—	—	—	—	Schuylkill Navigation.....Pennsylvania.	10,856,153	2,335,716	284,140	—	4,797,185	7,678,387	1,042,143	117,900	—	(Leased	to Phila.&	Read. Co.)	.....	655,000	—	50	14½
Dec. 31, 1870	45.0	—	—	—	—	—	—	—	Susq. and Tide Water Canal.Penn. & Md.	4,837,278	—	—	—	2,002,746	2,634,367	284,873	—	45.0	.....	.....	.....	135,162	61,602	—	50	20¼
Oct. 31, 1870	77.6	10.0	—	—	—	—	—	—	Union Canal.....Pennsylvania.	5,907,850	—	—	—	2,907,850	3,000,000	20,000	—	87.6	.....	.....	.....	59,953	4,208	—	50	1
Dec. 31, 1870	123.0	—	—	—	—	—	—	—	West Branch and Susquehanna.....Penn.	1,911 300	—	—	—	1.100,000	748,300	63,000	—	....	(Leased	by Pennsy	lvania.)	.....	.....	—	50	13

REFERRED & GUARANTEED STOCKS

(Marked with an asterick (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

Companies.	Amount outstanding.	Div'ds Rate.	Div'ds Paid.	Market Price.
Railroad Stocks:				
Atlantic & Gt. West'n (O. D.,) pref.	$1,919,000	7	...	....
Atlantic and St. Lawrence* guar....	2,494,000	4	4	....
Baltimore and Ohio, pref.....	3,000,000	6	6	150
Berkshire,* guaranteed.....	600,000	7	7	....
Blossburg and Corning,* guar.....	250,000	5	5	....
Boston, Concord and Montreal, pref.	1,340,000	6	6	75½
Buffalo, N. York and Erie,* guar....	950,000	7	7	74½
Camden and Atlantic, pref.....	753,695	7	...	80
Catawissa,* pref. and guar.....	2,200,000	7	7	94½
Cayuga and Susquehanna,* guar....	589,110	...	9	....
Cedar Rapids & Missouri,* preferred and guaranteed.....	755,000	7	7	....
Central Ohio, preferred.....	400,000	7	7	39
Chemung,* guar.....	380,000	8	6	...
Cheshire, preferred.....	2,017,815	7	3	84
Chicago and Alton, pref.....	2,425,400	7	10	121
Chicago, Iowa and Nebraska,* guar.	2,600,000	...	10	...
Chicago and Northwestern, pref....	20,370,293	7	7	94½
Cleveland and Mahoning,* guar.....	2,056,000	7	7	....
Cleveland and Toledo,* † guar.....	6,250,000	...	3½	....
Cochecho, preferred.....	177,750	8	...	....
Connecticut and Passumpsic Rivers, preferred.....	1,822,100	6	6	89½
Cumberland Valley, 1st pref.....	241,900	8	8	114½
" " 2d pref.....	242,000	8	8	....
Delaware,* guaranteed.....	594,261	6	6	....
Detroit & Milwaukee,* preferred and guaranteed.....	1,500,000	6	...	....
Dubuque and Sioux City,* preferred and guaranteed.....	1,988,170	7	7	97½
Dubuque Southwestern, pref.....	330,308	7	7	....
Eastern (N. H.,)* guaranteed.....	492,500	8	8	....
Elmira, Jefferson and Canandaigua,* guaranteed.....	500,000	5	5	....
Elmira and Williamsport,* guar.....	500,000	5	5	....
Elmira and Williamsport,* preferred and guaranteed.....	500,000	7	7	84
Erie, preferred	8,536,910	7	7	87
Evansville and Crawfordsville pref..	100,000	...	...	..
Hannibal and St. Joseph, pref.....	5,078,224	...	...	64
Harrisburg and Lancaster,* guar....	1,182,550	7	7	....
Housatonic, preferred	1,180,000	8	4	....
Huntingdon & Broad Top Mountain, preferred	190,750	7	3½	26
Joliet and Chicago,* guar.....	1,500,000	7	7	....
Joliet and Northern Indiana,* guar .	300,000	8	8	....
Lackawanna and Bloomsburg, pref .	500,000	7	...	....
Leeds and Farmington,* guar.....	.....	...	5	....
Little Schuylkill,* guar.....	2,646,100	7	7	....
Louisville, Cincinnati and Lexington preferred	848,700	9	9	87½
Marietta and Cincinnati, 1st pref....	6,586,135	6	...	27
" " 2d pref	4,051,744	6	...	14½
Manchester and Lawrence*.....	1,000,000	...	9	....
Michigan Southern, guaranteed.....	586,800	10	10	....
Mill Creek and Mine Hill,* guar....	323,375	10	10	....
Milwaukee and St. Paul, preferred..	9,744,268	7	...	78½
Mine Hill and Schuylkill Haven,* guaranteed	3,775,000	8	8	....
Mount Carbon & Pt. Carbon,* guar.	282,250	12	12	....
New Haven and Northampton*.....	1,344,000	...	2	....
New York and Harlem, pref.....	1,500,000	8	8	135
Niagara Bridge and Canandaigua,* guar.....	1,000,000	6	6	....
North Eastern (S. C.,) preferred.....	155,000	8	8	....
Ogdensburg and L. Champlain, pref.	1,037,000	8	8	105
Ohio and Mississippi, pref.....	3,500,000	7	7	78½
Paterson and Hudson,* guar.....	630,000	8	8	....
Paterson and Ramapo,* guar.....	248,000	...	5	....
Peoria and Bureau Valley,* guar....	1,200,000	...	6	....
Philadelphia and Erie,*	5,996,700	...	...	....
Philadelphia and Reading, pref.....	1,551,800	...	10	....
Philadelphia and Trenton,* † guar...	1,099,720	...	10	....
Pittsfield and North Adams,* guar..	450,000	6	6	....
Portl. & Kennebec (Yarmouth) guar.	202,400	6	6	....
Portland, Sago & Portsmouth,* guar.	1,500,000	6	6	....
Portsmouth and Concord*.....	350,000	7	7	....
Richmond, Fredericksb. & Potomac, guaranteed.....	142,900	7	7	....
Rochester and Genesee Valley*.....	557,560	...	7	....
Rutland, preferred.....	.....	7	7	....
St. Louis, Alton and T. H., pref.....	2,040,000	7	7	64
Sandusky and Dunkirk, pref.....	445,596	6	6	66
Schuylkill Valley,* guar.....	576,000	5	5	36½
Shamokin Valley & Pottsville,*guar.	869,450	5	5	....
Tol. Peoria & Warsaw 1st pref.....	1,700,000	7	...	....
" " " 2d pref.....	1,300,000	7	...	....
Toledo, Wabash and Western, pref.	1,000,000	7	7	86
Troy and Greenbush,* guar.....	274,000	7	7	....
Vermont and Canada,* guar.....	2,500,000	8	8	....
Warren,* guar.....	1,408,300	7	7	....
White Mountains,* guar.....	200,000	5	5	....
Wrightsv.,York & Gettysburg,* pref.	317,050	...	2	....
Canal Stocks:				
Delaware Division,* guar.....	1,633,350	8	8	....
Morris, preferred.....	1,175,000	10	10	124
Schuylkill Navigation, pref.....	2,888,997	6	6	50½
Union, preferred.....	.....	6	...	1½
Miscellaneous Stocks:				
Cumberland Coal, pref.....	.....	6	...	....
Mariposa Mining, pref	5,774,400	7	7	3½

WHOLESALE PRICE CURRENT.

IRON—Duty: Bars, 1 to 1¼ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1¼ cents per lb.; Sheet, Band, Hoop and Scroll, 1¼ to 1½ cents per lb.; Pig, $7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, $6; Scrap Wrought, $8 per ton.

Pig, Scotch, No. 1 ..... per ton	49 —	@ 52 —
Pig, American, No. 1	50 —	@ 52 —
Pig, American, No. 2	48 —	@ 51 —
Pig, American, Forge	45 —	@ 49 —
Bar, Refined, English and American	— —	@105 —
Bar, Swedes, assorted sizes ..... (gold)	85 —	@100 —
	—Store Prices.—	
Bar, Swedes	125 —	@135 —
Bar, Refined, ⅞ to 2 in. rd. & sq.-1 to 6 in. x ⅜ to 1 in.	110 —	@ — —
Bar, Refined, 1¼ to 6 by ⅜ & 5-16 & 2¼ to 2¼ rnd. & sq	115 —	@ — —
Bar, Refined, 1 & 1¼ by ⅜ & 5-16	117 50	@ — —
Large Round	122 50	@127 50
Scroll	122 50	@152 50
Ovals and Half-round	127 50	@137 50
Band	— —	@122 50
Horse Shoe	120 —	@130 —
Rods, ½@3-16 inch	115 —	@155 —
Hoop	135 —	@177 50
Nail Rod ..... per lb.	— —	@ — 8
Sheet, Russia, as to assortment ..... (gold)	— —	@ — 19
Sheet, Single D. and T. Common	— 6½	@ — 7½
Sheet, Doubles and Trebles, Charcoal	— 7½	@ — 8½
Sheet, Galtanized	List. 15 per ct.disc.	
Rails, English ..... (gold) ..... per ton.	— —	@ 73 —
Rails, American, at Works in Penna..c'y.	83 —	@ 85 —
Anvils, (Eagle) ..... per lb currency.	— 9	@ — —

STEEL—Duty: Bars and Ingots, valued at 7 cents per lb., or under 2½ cents; over 7 cents and not above 11,3 cents per lb.; over 11 cents, 3½ cents per lb., and 10 per cent. ad val. (Store prices.)

English, Cast..(2d and 1st quality). per lb.	— 16½	@ — 18½
English Spring (2d and 1st quality)	— 7½	@ — 10½
English Blister (2d and 1st quality)	— 10½	@ — 17½
English Machinery	— 11½	@ — 13½
English German (2d and 1st quality)	— 10½	@ — 12
American Blister	— —	@ — 12
American, Cast, Tool	— 15	@ — 16
American, Spring	— 9	@ — 11
American Machinery	— 10	@ — 10½
American German	— 9	@ — 11

NAILS—Duty: Cut, 1½; Wrought, 2½; Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val. (Cash.)

Cut, 10d. to 60d., Hook-head Brads, Fencing and Sheathing, 10d. to 60d. per 100 lb.	— —	@ 5 75
Cut, 8d. and 9d	— —	@ 6 —
Cut, 6d. and 7d	— —	@ 6 25
Cut, 4d. and 5d	— —	@ 6 50
Cut, 3d	— —	@ 7 25
Cut, 2d and 3d. Fine	— —	@ 8 —
Cut Spikes, all sizes	— —	@ 6 —
Cut, Finishing, Casing, Box, &c., 10d to 3d.	6 25	@ 7 75
Clinch, Kegs	7 25	@ 7 75
Horse Shoe, Forged (No. 10 to 5) ... per lb.	— 21	@ — 33
Copper	— —	@ — 45
Yellow Metal	— 30	@ — 32

TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent.; Roofing, 25 per cent. ad val.

Banca ..... (gold). per lb.	— —	@ — 50
Straits ..... (gold).	— 39½	@ — 39¾
English ..... (gold).	— 39½	@ — 39¾

Plates—Fair to good brands.	—Gold.—	—Currency.—
I. C. Charcoal .... per box.	13 75 @14 —	15 50 @ 16 —
I. C. Coke	12 25 @13 25	14 25 @ 15 25
Coke Terne	10 50 @11 —	12 — @ 13 —
Charcoal Terne	12 25 @13 —	14 — @ 15 —

PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.

Crude, 40 @ 48 gravity (in bulk)	— 13½	@ — —
Crude, 40 @ 47 gravity (in shipping order)	— —	@ — 17½
Refined, Standard White (in ship'g order).	— —	@ — 23½
Refined, S. W. (in jobbing lots)	— —	@ — 25
Refined, S. W. (in tin)	— 29	@ — 29½
Naptha, Refined, (65 @ 73 gravity)	— 15½	@ — 16½
Residuum ..... per bbl.	4 —	@ — —

COPPER—Duty: Pig, Bar and Ingot, 5; Old Copper, 4 cents per lb.; Manufactured, 45 per cent. ad val.

	All Cash.	
Copper, New Sheathing, (over 12 oz.) per lb.	— —	@— 43
Copper, Bolts	— —	@— 45
Copper, Braziers' (over 16 oz.)	— —	@— 45
Copper, Nails	— —	@— 45
Copper, Old Sheathing, &c., mixed lots	— 29	@— 30
Copper, Chile Pig	— —	@— 33
Copper, American Ingot	— 36	@— 37
Yellow Metal, New Sheathing and Bronze .	— —	@— 30
Yellow Metal, Bolts	— —	@— 32
Yellow Metal, Nails	— 30	@— 32

LEAD—Duty: Pig, $2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2¾ cents per lb.

Spanish ..... (gold) per 100 lb.	6 50	@ 6 62½
German ..... (gold)	6 50	@ 6 62½
English ..... (gold)	6 62½	@ 7 12½
Bar	— —	@ 8 75
Pipe	— —	@10 50
Sheet	— —	@10 50

Colwells, Shaw & Willard Tin-Lined Lead Pipe 15c. pr.lb.

COAL—Duty: Bituminous, $1.25 per ton of 28 bushels 30 lb. to the bushel; Anthracite, Free; other, 40 cents per 26 bushels of 80 lb. to the bushel.

Newcastle Gas ..... per ton of 2240 lb.	— —	@ 8 —
Liverpool Gas Cannel	— —	@12 —
Liverpool House Cannel	— —	@16 —
Anthracite ..... per ton of 2,000 lb.	4 —	@ 5 —

New York Stock Exchange.

Actual Sale Prices for the week ending May 22.

	Th.16.	F.17.	Sat.18.	M.20.	Tu.21.	W.22
Canton Co.	....	....	....	....	93½	94
Central Pacific 6s	102⅞	102⅞	103	....	....	103½
Central of N. Jersey	109	109	....	108¾	....	....
Chicago & Alton	....	117½	....	....	....	117
" pref.	....	....	....	....	....	....
" 1 M	....	....	....	....	....	....
" S. F.	....	....	....	....	....	....
" Inc. bds	....	....	....	....	....	....
Chicago, Burl. & Q.	132½	....	....	....	....	....
" 8s, 1883	....	....	....	....	....	....
Chic. & Northwestern	75½	75¾	76½	75⅝	76½	75¾
" pref.	93¾	....	....	94½	....	94½
" 1st M	....	101	....	....	....	....
" S. F.	....	....	....	....	....	98
" Consol.	....	96½	....	....	....	....
Chic., Rock Isl. & Pac.	111	111	111¾	111¾	112	111½
Chi., R. I. & Pa. 7s, 1896	....	....	....	....	104	104½
Clev., Col., C. and Ind.	92	92½	....	93	93	90
Clev. & Pittsburg guar.	....	....	....	....	91½	....
" 2 M	....	....	....	....	....	....
" 3 M	96¾	....	96	....	....	....
" 4 M	....	....	87½	87½	....	....
Clev. and Toledo	....	....	....	....	....	....
" S. F. 7s	....	....	....	....	....	....
Col., Chi., & Ind. C.	37½	38½	39	41⅞	42⅝	42
" 1 M	89¾	89½	89¾	....	89⅞	90
" 2 M	....	....	....	....	....	....
Del. & Hudson Canal	120	120	....	119⅞	....	....
Del. Lack. & Western	107⅝	107½	107½	107½	107¾	107½
" 1 M. 7s	....	....	....	....	....	....
" 2 M 7s	....	....	....	....	....	....
Dubuque & Sioux City	....	....	....	....	....	....
Erie Railway	68¾	69½	70	74½	72¾	71½
" pref.	....	....	....	85¾	87	....
" 1 M. 7s, 1897	....	100½	....	....	....	....
" 2 M. 7s, 1879	....	....	....	....	....	....
" 3 M. 7s, 1883	....	....	....	....	....	....
" 4 M. 7s, 1880 94	....	....	....	....	....	....
" 5 M. 7s, 1888	....	....	....	....	....	....
Great Western 2d mort.	....	....	....	....	....	88½
Hannibal & St. Joseph	43	....	44½	43½	43	....
" pref.	....	....	....	....	....	....
" 8s, conv.	....	....	91½	....	....	....
Hudson River	....	....	....	....	....	....
" 2 M. S. F.	....	....	....	....	....	....
" 3 M 7s, 1875	....	....	....	....	....	....
Illinois Central	....	....	....	....	....	....
" bonds	....	....	104	....	....	....
Lake Shore & Mich.S'th.	94½	95	96	95½	96½	96
Lake Shore Div. bonds	96½	....	....	....	....	....
Marietta & Cin. 1st pref.	....	....	....	....	....	27½
" 2d pref.	....	....	....	....	....	....
Michigan Central	....	116	116½	....	117½	....
" S.F. 8s, 1882	....	....	....	....	....	....
M. S. and N. I. 1 M. S. F.	....	....	....	....	....	....
" 2 M.	97½	....	98½	....	....	...
Mariposa Mining Co.	....	....	....	....	....	....
" pref.	3	3	3	3¾	....	....
Milw. and St. Paul	60	60	60	59¾	59½	58½
" pref.	79½	79½	79½	....	79	78½
" 1st mort.	95	....	....	....	95	....
" 2d mort.	....	....	....	....	....	....
" 8s	....	108	....	....	....	....
" 7 3-10s con.	....	....	....	....	....	....
Missouri 6s	96	....	....	96½	96½	96½
" H. & St. J. iss	93⅞	....	....	....	....	....
Morris and Essex	....	....	95	95	....	....
" 1st mort.	....	103	103	103	103	103
" 2d mort.	....	99½	99	99½	99½	....
New York Central	....	....	....	....	....	....
" 7s, S.F. 1876	....	....	....	....	....	....
" 6s. S.F. 1883	91¾	....	....	....	....	....
" 6s, S.F. 1887	....	....	....	....	....	....
N. Y. Cen. & Hud. Riv.	97⅝	97½	97⅞	97⅞	98⅝	98⅝
" certificates.	92	92½	93	92⅞	93¾	93
N. York and Harlem	124	125½	126½	127	126¾	126¾
" pref.	....	....	....	....	....	....
" 1 M. 7s, 1873	....	....	....	....	....	....
N. Carolina 6s. old	....	....	....	....	....	....
" new	....	....	....	....	....	....
Ohio and Miss.	47½	47⅞	48½	48½	48⅝	48½
" pref.	78¾	....	78½	79	....	78½
" 1st M.	....	....	....	....	....	....
Pacific Mail S. S. Co.	83¾	82½	83½	83¾	87½	82
Panama	120	121	120	121	121	118
Phila. and Reading	....	....	....	....	....	....
Pitts., Ft. W. & Chi. gtd.	....	....	97½	....	97½	98
" 1 M.	....	....	....	....	....	....
" 2 M.	....	....	....	....	....	103
" 3 M.	....	98	....	....	....	....
Quicksilver Mining Co.	40	40¾	40½	....	37½	....
St. L., Alton & T. H.	....	....	....	....	....	....
" pref.	....	....	....	....	....	....
" 1 M.	....	100	....	....	....	....
" 2 M. pref.	90¾	....	91	....	....	....
" Income bds.	81	....	....	....	....	81½
Tennessee 6s, old	71½	71⅞	71⅞	72½	73	73
" new	71½	71½	72	72½	73	73½
Tol., Wab. & Western	75¾	....	75¾	....	....	75¾
" pref.	....	....	....	....	....	....
" 1 M.	....	....	....	....	....	....
" 2 M.	93½	92½	92½	....	93½	93½
" Equipment	....	....	....	....	....	....
" St. Lou. Div.	92	92	92	92	92	92
Union Pacific	38¾	38½	39½	39	40¾	....
" 1st mort.	92½	92⅞	92¾	92¾	92¾	92
" L. Gt. 7s	80¾	80⅞	80⅞	81	81	81¾
" Inc. 10s	85½	85	....	86	88	87½
Virginia 6s, old	....	....	48	....	....	....
" new	....	....	....	....	....	....
" consol	55¾	56	....	56½	57	....
" def. cert.	....	17	....	17⅞	....	....

New York Stock Exchange.

Actual Sale Prices for the week ending May 22.

	Th.16.	F.17.	Sat.18.	M.20.	Tu.21.	W.22
FEDERAL STOCKS:—						
U. S. 5s, 1874, reg	....	....	....	....	....	....
U. S. 5s, 1874, coup	....	....	....	....	....	....
U. S. 5s, 10-40s, reg	110⅛	....	110½	....	111	
U. S. 5s, 10-40s, coup	111¾	111¾	....	111½	111½	111⅝
U. S. 5s, 1881, reg	....	....	....	....	....	....
U. S. 5s, 1881, coup	112	112	....	....	112⅝	112⅝
U. S. 6s, 1881, reg	116¾	116¾	....	....	117	116⅞
U. S. 6s, 1881, coup	118¾	....	118¾	118¾	118¾	....
U. S. 6s, '81, O.W.I.	....	....	....	....	....	....
U. S. 6s, 5-20s. reg. '62	113¾	....	....	113½	....	....
U. S. 6s, 5-20s, c. 1862	113¾	....	....	....	113½	....
U. S. 6s, 5-20s, reg. '64	....	....	....	....	....	113½
U. S. 6s, 5-20s, c. 1864	113¾	....	....	....	....	....
U. S. 6s, 5-20s, reg. '65	....	....	....	....	....	....
U. S. 6s, 5-20s, c. 1865	....	114	....	....	....	....
U. S. 6s, 5-20s, r. n. '65	115½	....	....	....	....	....
U. S. 6s, 5-20s, c. n '65	115½	115½	115½	115⅝	115⅞	
U. S. 6s, 5-20s, reg. '67	115½	....	....	115⅝	115½	115½
U. S. 6s, 5-20s, c. 1867	116½	....	116½	116½	116⅝	116½
U. S. 6s, 5-20s, reg. '68	....	116½	....	....	....	....
U. S. 6s, 5-20s, c. '68	116¾	....	....	....	116½	116⅝
U. S. 6s, Pac.RR.issue	....	....	....	....	116⅝	116⅝

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending May 21.

	W.15.	Th.16.	F.17.	Sat.18.	M.20.	Tu.21
Catawissa preferred	47½	....	47½	....	....	....
Camden and Amboy	127	126¾	126¾	....	126¾	
.. 6s, 1875	....	....	....	....	....	....
.. 6s, 1883	92½	....	....	....	....	....
.. 6s, 1889	....	....	....	....	....	....
.. mort. 6s, '89	93⅝	93¾	93½	....	93¾	91½
Elmira & Williamsport	....	....	....	....	....	....
.. pref. 42	....	....	....	....	....	....
.. 7s	....	....	....	....	....	95½
Lehigh Navigation	44½	43⅞	44	44½	44	44⅜
.. 6s, 1884	....	....	....	....	....	....
.. Gold L.	95½	94⅞	95½	94⅞	94⅞	94⅞
.. R. R. L.	....	93½	....	....	....	....
.. Conv. L.	....	....	....	....	....	....
Lehigh Valley R. R.	59½	59¾	59¾	59½	59½	59¾
.. 6s new coup	....	....	....	....	....	....
.. 6s new reg	....	....	....	....	....	99½
Little Schuylkill R.R.	....	47¾	....	....	....	....
.. 7s	....	....	....	....	....	....
Minehill	....	....	....	....	....	....
Morris Canal	....	50	....	....	....	....
.. pref	124½	124	....	....	....	....
North Pennsylvania	....	....	....	....	....	50½
.. 6s, 1880	101½	....	....	102	....	....
.. 7s	94½	....	....	95	95	....
.. 10s, 1887	....	....	....	....	....	....
Northern Central	40½	....	....	....	....	....
Oil Creek & Alleg. Riv.	40⅝	40¾	40½	39⅞	39⅝	39
.. 7s	80	....	....	....	....	....
Pennsylvania R. R.	58	57⅞	58	57¾	58	58½
.. 1st M	....	101¾	101½	....	....	....
.. 2d M	....	....	97¾	....	....	....
.. Gen. mort	94½	....	95	....	....	....
.. .. reg.	93½	93½	....	....	....	93¼
Penn. State, 6s.1st series	102½	102½	102½	....	....	....
.. 6s, 2d series	105½	105½	....	105½	....	....
.. 6s, 3d series	....	....	....	....	....	107
Philadelphia City, 6s	97	96½	....	....	....	....
.. new	101¾	101¾	101¾	101¾	101¾	101¾
Philad., Germ. & Nor.	....	....	....	....	....	....
Phila. & Reading	59½	59½	59½	59½	59⅜	59¾
Philadelphia and Erie	28½	28½	....	28½	28½	....
.. 6s	....	....	....	....	....	89½
.. 7s	91¾	91⅞	92	92½	....	92¾
Phila., Wilm. & Balt.	57	....	....	....	....	....
Schuylkill Navigation	....	....	....	7½	....	....
.. pref	....	....	....	....	....	15½
.. 6s, 1882	79¾	79¾	79¾	....	....	....
.. 6s, 1876	....	....	....	....	....	....
.. 6s, 1872	....	....	....	82	....	....
Hestonville, (Horse)	....	....	....	....	....	....
Chestnut & Wal.	....	....	....	....	....	....
Green & Coates	....	....	....	....	....	....
2d and 3d streets	....	....	....	....	....	....
Spruce and Pine	....	....	....	....	....	....
13th and 15th sts.	....	....	....	....	....	....

Baltimore Stock Exchange.

Actual Sale Prices for the week ending May 21.

	W.15.	Th.16.	F.17.	Sat.18.	M.20.	Tu.21
Baltimore City 6s, 1875	99¾	....	....	....	100	....
.. 1886	....	....	....	....	....	....
.. 1890	100½	....	....	....	100½	100½
.. 1884	....	....	....	100¾	....	100½
.. 1900	....	....	....	....	....	....
Balt and Ohio	....	....	....	....	150	....
.. bonds, 1875	....	....	....	....	....	....
.. .. 1880	....	....	....	....	....	....
.. .. 1885	....	....	....	....	....	....
Marietta & Cin. 1st M.	....	98½	98½	....	....	99½
.. 2d M	....	89	....	....	89	89
.. 3d M. 8s	....	....	....	....	85	84½
Northern Central	....	38½	38½	38½	....	....
.. bonds, 1885	....	....	....	....	....	....
.. .. 1900	....	....	....	....	....	87¾
Pittsb. & Connellsv. 7s	95½	....	95½	95½	....	95½
N. W. Va. 1st mort	....	....	....	....	....	....
.. 2d mort	....	....	....	....	....	....
.. 3d mort	....	....	....	....	....	....
Virginia 6s, Consol	....	56	56½	57	....	
.. Defer. Certif	....	17½	....	17½	....	....
City Passenger R. R.	17½	....	....	....	....	....

Boston Stock Exchange.

Actual Sale Prices for the week ending May 22.

	Th.16.	F 17.	Sat.18.	M.20.	Tu.21.	W.22
Boston and Albany	149	149	148¾	149	....	149
Boston and Lowell	143	....	....	....	....	144
Boston and Maine	141	....	....	140½	140¾	140¾
Boston and Providence	....	....	....	152¾	....	....
Boston, Hartford & Erie	7	8	7¾	8	8	
.. 7s, new	46½	46¾	....	46½	46¾	46½
Cheshire, pref	....	....	....	....	84	....
Chi., Burl. & Quincy	133	133	133	....	....	....
Concord	....	....	....	....	....	79¾
Connecticut River	142	141¾	142½	....	....	....
Eastern	106½	....	106½	....	106½	106
Fitchburg	....	138½	138	....	....	138½
Manchester & Lawr'ce	....	....	....	....	....	....
Michigan Central	115	....	....	116¾	116¾	117½
Northern, N. H.	....	....	....	....	....	111
Ogdens. & Lake Champ	88½	89	....	....	89	89
.. pref	....	....	....	....	....	105
Old Colony & Newport	....	113	....	113	113	113
Ph., Wil. & Baltimore	57½	57½	57⅞	57⅞	57⅞	57½
Portl'd, Saco & Ports	133	....	133	....	....	133
Union Pacific	....	....	....	....	39½	....
" 6s	90¾	....	....	....	....	90¾
" Land Grant 7s	79¾	....	....	80½	80¾	....
" Income 10s	83¾	83½	83¾	85½	84¾	
Vermont & Canada	99½	99½	95½x	....	95½	
Vermont & Mass	....	....	....	....	....	....
South Boston (Horse)	....	71½	....	....	....	....
Cambridge	....	....	....	....	104	
Metropolitan	67	....	....	....	....	....
Middlesex	....	....	....	....	....	....
Central Mining Co	....	....	....	40	....	
Copper Falls	14½	14⅞	15	....	15	14½
Franklin	....	....	12	12	....	
National	....	6½	....	....	7½	7½
Pewabic	12¾	13	....	....	....	12½
Quincy	56	....	57	....	....	

London Stock Exchange.

	Closing May 10.	Prices. May 3.
Atl. & Gt. West. N. Y. sec. 7 per ct		
1st mort., 1880	73 — 76	74 — 77
Do. do., 2d mort., 1881	60 — 65	63 — 67
Do. Penn., 1st mort., 1877	38½— 39½	40½— 41½
Do. do., 2d mort., 1882	98 —100	101 —103
Do. Consol. 7 per cent. mort. 1890	6 — 7p	6 — 8p
Detroit and Milwaukee 1st mort. 7s	75 — 77	75 — 77
Do. 2d mort. 8 p. c.	75 — 80	75 — 80
Erie shares 100 dol. all paid	54½— 55	54 — 54½
Do. sterlg. 6 p. c. convertible bonds	88 — 92	88 — 92
Illinois Central, 6 per cent., 1875	— — —	— — —
Do. Redemption mort. bonds 6 p. c.	99 —101	99 —101
Do. 100 dol. shares, all paid	109 —110	109½—110½
Marietta and Cincinnati 7s	82 — 85	82 — 85
Michigan Central 8s, conv. 1869	90 —100	90 —100
Panama 2d mort. 7s, 1872	— — —	— — —
Panama General mort. 7s, 1897	87 — 89	87 — 89
Penn. R. R. bonds, 2d mort. 6 per ct.	99 —101	99 —101
Do. General mort. 6 p. c. 1910	96 — 97	96 — 97
Do. $50 shares	50 — 51	50 — 51
Philadelphia and Erie 1st mort. 1881.	96 — 98	96 — 98
Do. with option to be paid in Phila.	96 — 98	96 — 98

American Railroad Journal.

Saturday, May 25, 1872.

Stock Exchange and Money Market.

Money has in much better supply, and lenders have been more liberal in offering accommodation to the leading borrowers, whose wants have been generally less urgent, outside of the demand for aid, from the Stock Exchange firms, which has been quite active, but promptly met at the ruling figures. The range of call loans has been from 5@7, with the main business reported on the basis of 5 per cent. to the Government houses, and 6 per cent. on railway and mixed bond and stock collaterals. The discount applications have been on a moderate scale, and the offerings of all strictly choice to very good grades of commercial paper have found a ready market within the range of from 7@9 per cent. per annum. The city banks have been strengthening their reserves, while the Government office has made a further reduction of its cash balances. The U. S. Sub-Treasury office reduced its coin balance about 4½ millions and its currency reserve nearly $200,000. The city banks added to their loan and discount average nearly ¾ths of a million during the week, and again reduced their outstanding circulation slightly. The U.S. Sub-Treasury held a currency balance at the close of business on Tuesday of $5,274,146, and a coin reserve, of $58,500,751.

The city banks, in their latest return, show an increase of $1,500,500 of legal tender notes, $304,700 of specie, and $2,000,100 of deposits, also an addition of $711,600 to their loan and discount averages, with a reduction of $75,800 in their item of circulation. The city bank exchanges, last week, averaged 119¼, and thus far, this week, about 117 millions daily. The banks now hold $7,389,200 of specie and legal tender notes more than the 25 per cent. of their liabilities required by the National Banking Act.

The specie reserve of the city banks according to the latest return is $20,309,800, against $15,262,813 same time last year. The city bank deposits are now $219,267,600 against $233,594,016, week ending May 21, 1871. The legal tender reserve amounts to $48,805,800, against $66,521,322 same time last year. The circulation now stands at $27,638,400 against $31,204,966 same time last year. The loans are now $285,713,600 against $289,436,531 at this date last year.

The coin reserve of the city banks is now a little over 20¼ millions as against about 28⅞ millions on the 6th of January; the legal tender reserve is about 48⅞ millions against $46,616,000 on the statement of February 10th.

The U. S. Sub-Treasury reduced its currency balance $199,983, and its coin reserve $4,511,176 as the result of the week's business. The receipts of the office were $2,983,366 in coin, and $5,464,885 in currency; payments, $7,494,541 in coin, and $5,664,868 in currency. The office received $2,780,000 in coin or its equivalent, from customs; and disbursed $1,799,232, of coin interest.

Government revenues have been yielding moderately, since our last. The excises yielded within the week about 2½ millions, and thus far since July 1, 1871, $113,863,156. The customs at the port of New York last week were $2,622,092; at the outports, equal to about $850,000 all in coin, or coin certificates.

Under the May programme of the Treasury Department, Government proposes to sell during the month, Gold as follows: Thursday, May 30, $2,000,000. And to buy in Five Twenty bonds as follows: Wednesday, May 29, $2,000,000.

There has been a less confident speculative inquiry noted for Gold, and the price has shown less buoyancy, though the export drain has been unusually large (exceeding, last week, 3¼ millions), while the customs call has been up to a fair average. The less exciting reports relative to the pending *Alabama* negotiations have been against the speculative movement. The specie exports on Wednesday of this week were $1,058,000, including $208,000 in silver.

The range of the price during the week has been from 113½@114⅜ and the closing quotation on Wednesday was 113⅞ against 113¾@113⅞ the preceding Wednesday. The specie outflow, last week, was $3,268,085. The Gold Exchange Bank clearances have averaged about 57 millions per day during the week.

The cash balances of the Treasury Department on Monday were: Currency, $12,019,942; coin $100,618,340. Certificates were outstanding for $25,578,000.

The customs demand for Gold last week, averaged $463,340 a day; thus far, this week, it has averaged $570,000 a day, or equal to a weekly aggregate of $3,520,000. The arrivals of specie from Europe, Havana and other foreign ports last week were $1,100, and since Jan. 1, 1872, $640,712 against $3,024,530 same time in 1871. The total customs revenue of the Government, in coin, at this port, from July 1, 1871, has been $142,096,515 against $132,912,922 same time in the preceding fiscal year 1870-'71.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt from July 1, 1871, to May 18, 1872, $72,806,268, against $80,054,605 same time in 1870-'71.

The export drain of specie was $3,268,085 last week, against $2,417,998 same week preceding year. The shipments since July 1, 1871, have been $40,607,238 against $72,092,235 same time in 1870-'71.

Foreign Exchange has been in fair request and generally firm as to price. Bankers' sixty day bills on London closed on Wednesday at 109½@109¾; sight bills on London, 110⅜@110⅝.

The produce exports from this port, week ending with May 21, were to the currency value of $3,936,595.

Government securities have been offering quite sparingly and have been quoted firmer, though the dealings in most issues have been comparatively moderate, due in most part, to the difficulty of promptly executing orders for sound lots of bonds, because of their scarcity in the open market.

U. S. sixes of 1881 closed here on Wednesday of the current week at 118⅞@119; U. S. Five-Twenties of 1862, (other than the bonds called in) ex May coupon 113⅝@113¾; U. S. Five-Twenties of 1864 at 113⅝@113¾; U. S. Five-Twenties of 1865, 114¼@114½; U. S. Five-Twenties of 1865 consolidated, 115⅞@116; U. S. Five-Twenties of 1867, 116½@116⅝; U. S. Five-Twenties of 1868, 116⅜@116⅝ U. S. Ten-forties at 111¾@111⅞; U. S. Fives of 1881 (Funding Loan) 112⅜@112⅝; Six per cent. currency bonds, 116⅝@116⅞.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	May 7.	May 15.	May 22.
Consols	92⅞	93⅛	93¼
U. S. 5-20's of 1862..	89¾	——	90¼
U. S. 5-20s, 1865....	90¾	91¼	91¼
" 1867	93	93¼	93¼
" 10-40s	88½	89	89½
New Fives of 1881...	89¼	89½	89⅞
Erie.	53½	55¼	——

State bonds have been moderately sought after, closing with more steadiness.

Railway and Miscellaneous share property, has been more freely and confidently dealt in, and prices have been quoted decidedly stronger for all the speculative favorites. The growing ease in Money tended to stimulate operations, and to strengthen values.

There has been a good demand noted for the better class of Railway Bonds, prices of which have been well maintained. The older issues have been comparatively scarce. Central Pacific Sixes have been in more request at 103⅜@103⅝. Chesapeake and Ohio have been inquired for, to a fair extent, for investment purposes, at 94 per cent, and accrued interest.

General business has been moderately active in the leading kinds of domestic produce. Flour, Wheat, Pork, Lard and Petroleum closed in favor of buyers. Corn and Oats, Butter, Cheese. Naval Stores and Cotton strong. Middling upland cotton closed on Wednesday at 24¼ cts. per lb. The receipts at all the ports, since Sept. 1, have been 2,604,744 bales, against 3,722,146 bales same time in the preceding year; exports 1,812,501 bales against 2,838,625 bales in the previous year; stock at the ports at latest dates, 256,288 bales against 359,816 bales same date 1871.

At the Live Stock Markets, Beeves have been in fair supply and moderate demand at 10@13½ cts.; Veals in good request at 5@8¾ cts.; Sheep at 6@9; Lambs 12@18 cts. Swine, at 4¾@5 cts. per lb., all live weight. The week's receipts were 8,535 Beeves, 4,743 Veal Calves, 14,660 Sheep and Lambs; and 28,058 Swine.

There has been a comparatively limited movement reported in most kinds of Metals buyers having been reluctant to operate with the freedom at asking rates. Iron has been in better supply, but generally held with confidence, though the demand has been very moderate; sales have been reported at 300 tons Glengarnock Pig at $50; 320 tons Eglinton Pig at about $48; 50 tons Gartsherrie at $52; and 200 tons old double-headed Rails on private terms. Lead, Spelter and Zinc nominally as before, and quite dull. Pig Tin dull, with Straits and English quoted at 39c., gold. Of Tin plates, sales were reported at only 500 boxes Charcoal at $13 75; market unchanged. Of Ingot Copper, only 50,000 lbs. were reported, sold at 28c. per lb.; market dull.

In foreign goods, generally there has been a restricted movement at less buoyant prices, the main exceptions having been Coffee, Larger Raisins, and Currents which were quite active and much firmer. The week's imports of foreign goods reached the amount of $10,793,826 including $2,198,633 of dry goods

Ocean freights have been somewhat brisker, and quoted stronger, with the main call for accommodation for Grain, Petroleum, Provisions, Tobacco, Naval Stores and Lumber.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Louisiana 8s, 1910, 81; North Carolina 6s, special tax, 7½ p. c. off, 19; do. Fund Act, 1868, 21½; do. 6s, old, issued to N. C. R. R. 48; Alabama 8s, 90; South Carolina 6s, new, Jan. and July, 36; do. Apl. and Oct. 30; Kentucky 6s, 99½; New York State 6s, 1872, 108; Arkansas 7s, issued to M., O. and R. R. R. R., 44; do. 6s, Fund Act, 58; Brooklyn 7s, Park Loan, 104½; Jersey City 6s, W. L., 92; St. Louis and Iron Mt. R. R., 101½; do. 1st mort., 96¼; Boston, Hartford and Erie, R. R., 11; do. 1st mort., 46¾; do. guar. bonds, 52½; North Missouri 1st mort., 94; Ohio and Miss. 2d mort., 86½; do. consol, 97; New Jersey Southern R. R., 30; do. 1st mort., 81; Cleveland, Painesville and Ashtabula old bonds, 99; do. new, 96; Gt. Western 1st mort. 1888, 96⅝; East Tenn., Va. and Ga. 1st mort., 94; Albany and Susq. R. R., 93½; do. 2d mort., 98; Toledo, Peoria and Warsaw 1st mort., W. D., 92; Cedar Falls and Minnesota 1st mort., 86; Rome, Watertown and Ogdensburg R. R. 95; Detroit, Monroe and Toledo 1st mort., 98¼; Central of New Jersey 1st mort., 104½; Milwaukee and St. Paul 1st mort. Iowa div., 89½; Long Island R. R. 1st mort., 93; Am. Dock and Imp. 7s, 100; Long Dock bonds, 98; Illinois and Southern Iowa 1st mort., 90; Toledo, Wabash and Western consol., 91; Consol. Coal of Md., 42¾; Pennsylvania Coal, 217½; Cumberland Coal and Iron, 73; Maryland Coal, 21¼; Am. Mer. Union Exp., 79¾; U. S. Exp., 84⅞; Wells Fargo Exp., 95; Adams Exp., 98½; Atlantic Mail S. S. Co., 30; Western Union Tel., 76⅞; do. 7s, 96; Quicksilver pref., 48½; Brunswick City Land, 7.

Philadelphia.—Pennsylvania Canal 6s, 76½; Connecting R. R. bonds, 88; Sunbury and Lewis. 7s, 94¾; Philadelphia and Reading 7s, 1893, 103; do. deben. bonds, 83; do. 6s, 1880, 95; Susquehanna Canal 6s, 76½; Allegheny Valley 7 3-10s, 95½; West Jersey R. R. 6s, 95¾; Huntingdon and Broad Top Mt. 1st mort., 101¼; Westchester and Philadelphia R. R. 7s, 100; Perkiomen R. R. bonds, 85; Wilmington and Reading 7s, 99; Pennsylvania and New York Canal 7s, 98⅛; Oil Creek and Allegheny River R. R. 1st mort., 84; Danville, Hazleton and Wilkesbarre R. R. 7s, 86; Camden and Atlantic R. R., 30; do. pref., 40; Pennsylvania R. R. allotments, 57¾; Catawissa R. R., 18⅛; do. 7s, 99; East Pennsylvania R. R. 41; Pennsylvania State 6s, W. L., reg., 101½. The latest quotations are: City 6s, 96½@97; do. free of tax, 101⅝@101¾; Pennsylvania State 6s, W. L. 100½@101; do. 1st series, 101¾@102; do. 2d series, 105@105½; do. 3d series, 107@107; Philadelphia and Reading, 59⅝@59⅝; do. mort. 7s, 1893, 104½@—; do. mort. 6s, 1880, 95½@96; Camden and Amboy, 126½@126¾; do. mort. 6s, 1889, 93½@93¾; do. 1883, 92@92; do. 1889, 91@92; Pennsylvania R. R., 57⅞@58; do., allotments, 57⅝@57⅝; do. 1st mort., 101@102; do. 2d mort., 97½@97¾; do. General mort. coupon, 94¼@94¾; do. reg., 93@93½; Little Schuylkill R. R., 47¾@48; Morris Canal, 49¾@50; do. pref., 124@125; do. 6s, 94@—; Susquehanna Canal, 8⅛@—; do. 6s, 76@—; Schuylkill Nav., 7½@8¼; do. pref., 15@15½; do. 6s 1882, 79½@79¾; Elmira and Williamsport pref., 42@42; do. 7s, 1873, 95@—; do. 5s, 57@60; Lehigh Coal and Navigation, 44@44¼; do. 6s, 1884, 90½@91; do. R. R. Loan, 93@94¼; do. Gold Loan, 94⅞@95; North Pennsylvania 50@51; do. 6s, 101⅝@103; do., 7s, 95@96; do. Chattle 10s, 110@115; Philadelphia and Erie, 28@28¼; do. 6s, 89½@89½; Minehill, 53@53¾; Catawissa, 17¾@18½; do. pref., 45@47; Lehigh Valley, 59½@59⅝; do. 6s, new coupon, 98¾@100; do. reg., 99¼@—; do. 7s, 104½@—; Fifth and Sixth streets, (horse,) 46@47; Second and Third, 63@64; Thirteenth and Fifteenth, 20@20½; Spruce and Pine, 33@34; Green and Coates, 47@47; Chestnut and Walnut, 57½@58½; Hestonville, 20@22½; Union, 75@—; Germantown, 36@38.

Boston.—Western R. R 6s, 1875, 98; Cincinnati, Sandusky and Cleveland, R. R., 24¼; do. 7s, 84; Old Colony and Newport 7s, 1877, 102½; Lamoille Valley, Montpelier and St. Johnsbury 6s, 1891, gold, 84¾; Mansfield and Framingham 1st mort. 7s, 1889, 90⅛; Boston and Lowell 6s, 1879, 98; Grand River Valley 8s, 1879, 102½; Little Rock

and Ft. Smith 7s, currency, 25½; Omaha and Southwestern R. R. 8s, 92½; Burlington and Missouri R. R Land Grant 7s, 94½; do. 8s, in Nebraska, 102; Connecticut and Passumpsic Rivers R. R. pref., 89½; do. 6s, 1876, 94½; Portsmouth, Gt. Falls and Conway R. R., 95½; Rutland R. R. 15; do. pref., 64; do. 8s, 1880, 93; Boston and Lowell R. R. new, 120; Cape Cod R. R., 81¾; Summit Branch, 42½; Cary Imp., 12⅜; Waverly Land, 7¾; Brookline Land, 7; Boston Water Power Co., 54⅛; New Hampshire 6s, 1884, 99; Maine 6s, 100⅜; Cook Co., Ills., 7s, 97½; Salem 6s, 1883, 98; do. 1877, 97¾; Charlestown 6s, 1874@1876, 98; Boston 5s, 1874, gold, 101¼; do., 1878, 99¼; do. 1886, ind., 97; do. 6s, 1877, currency, 101; Hartford 6s, 1879, 98½; Portland 6s, 1876@1877, 97; do. 1887, 96; Cincinnati 7s, 1886, 103¾; Brooklyn 7s, W. L., 94; Highgate town (Vt.) 6s, 5-20s R. R. Loan, 85; Hyde Park town (Vt.) 6s, do., 85; Fall River 6s, 100; Roxbury 5s, 1879, 91; Lowell 6s, 1890, 98¾; Bangor 6s, 1874, 96⅝; Chicago 7s, 1890, 97½; Bath 6s, 1889, 89¾; Allouez Mining Co., 11⅛; Astor, 25c.; Calumet and Hecla, 155; Dawson, Silver, 3½; International, Silver, 5¾; Native, 25c.; Petherick, 4; Ridge, 11½; Rockland, 3¼; Shuniah, Silver, 9¾; Star, 50c.

Baltimore.—Central Ohio R. R. 33¼; do. 1st mort., 87; Western Maryland 1st mort., 90; Northern Central 8s, 1900, gold, 94½; do. 6s, 1877, 98; Orange, Alexandria and Manassas 7s, 84½; Orange and Alex. 1st mort. 6s, 93; Virginia consol. 6s, reg., 51; do 6s, old, reg., 42; do. 6s, 1867, 54; do. 6s, 1866, 57. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 95¼@95½; Baltimore and Ohio, 149@—; do., pref., 100⅛@—; do., 6s, 1875, 97@—; do., 1880, 96½@—; do., 1885, 94@95; Northern Central, 38½@40; do. 6s, 1885, 94@95; do., 1900, 86½@87½; do., 6s, 1900, gold, 94¾@—; N. W. Va. 1st mort., 99½@100; do., 2d mort., 99@99½; do., 3d mort., 1885, 92@—; Marietta and Cincinnati 7s, 1892, 98½@99; do., 2d mort., 7s, 89@89¼; do., 3d mort., 8s, 84@85; Central Ohio, 33@35; do., 1st mort., 86¾@87; Western Md. 1st mort. 6s, 1890, 87½@90; do. 1st mort. guar., 92@—; do., 2d mort. guar., 92@—; do., 3d mort., guar., 96¼@97; do. 2d mort. pref., —@80; do., 2d mort. guar. by Washington Co., 86@87; Richmond and Danville bonds, 78@80; Orange and Alexandria 1st mort. 6s, 93@93½; do., 2d mort. 6s, 83@85; do., 3d mort. 8s, 90@91; do., 4th mort. 8s, 85@85; Orange, Alex. and Manassas 7s, 84½@85; Virginia and Tennessee 6s, 1st mort., 94@—; do., 6s, 2d mort., 78@80; do. 8s, 3d mort., 90@91; Baltimore 6s, 1875, 99@100; do., 1884, 100⅛@100⅜; do. 1886, 100@101; do., 1890, 100@100¼; do., 1893, exempt, 99½@—; do., 1900, exempt, 100@—; Memphis City 6s, 54@56; Maryland 6s, 1890, 98@—; do. Defense Loan, 1883, 104¼@104½; City Passenger R. R., 25@25¼; George's Creek Coal, 84@88.

☞ The estimated earnings of the Erie Railway for the week ending May 15,1872, were $445,949; against $374,208 for the corresponding period of 1871—an increase of $71,741. Total earnings since April 1, 1872, $2,449,990—an increase over the same time in 1871 of $501,078.

Transportation of Goods in Bond.

An Act to amend the thirty-second section of "An act entitled an act to reduce internal taxes, and for other purposes," approved July fourteenth, eighteen hundred and seventy.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled. That section thirty-two of an act entitled "An act to reduce internal taxes, and for other purposes," approved July fourteenth, eighteen hundred and seventy, be, and the same is hereby, amended to read as follows: Section 32. *And be it further enacted.* That merchandise transported under the provisions of this act shall be conveyed in cars, vessels or vehicles, securely fastened with locks or seals, under the exclusive control of the officers of customs; and inspectors shall be stationed at proper points along the designated routes, or upon any car, vessel, vehicle, or train at the discretion of the said Secretary, and at the expense of the said companies respectively. And such merchandise shall not be unladen or transhipped between the ports of the first arrival and the final destination unless authorized by the regulations of the Secretary of the Treasury, in cases which may arise from a difference in the gauge of railroads, or from accidents, or from legal intervention, or from low water, ice, or other unavoidable obstruction to navigation; but in no case shall there be permitted any breaking of the original packages of such merchandise.

Approved April 5, 1872.

Erie Railway.

We learn from a source, usually well informed on such subjects, that the rumor recently put in circulation to the effect that Colonel Thomas A. Scott, President of the Southern (Texas) Pacific Railroad, and first Vice President of the Pennsylvania Railroad Company, with its numerous branches and connections, had been offered the Presidency of the New York and Erie Railroad, is likely to prove a fact, if it be not already accomplished. Such proposition to him has been made by the leading interests in Erie, and the answer returned by the Colonel, we are informed, was acknowledged as satisfactory. Our informant says it is expected that Col. Scott will be elected President of the Erie, and that Gen. Diven will lend his aid in the management as Vice President. —*Phila. Ledger.*

Great Rise in the Price of Iron.

Our Wolverhampton correspondent telegraphs that the highest prices ever quoted in South Staffordshire in the present generation were demanded yesterday afternoon at the meeting of ironmasters in Wolverhampton. Best sheets were declared to 20s.; hoops, 10s.; and fencing wire, 10s.; singles were raised to £16 10s.; Welsh bars were put up to £11 5s.; and best Welsh foundry pigs, £9. Coke and coal were all scarce and rising. Welsh coke is 24s. 6d.; Wigan, 25s., yet none to be had, and gas coke is 18s., with an enormous inquiry.—*London News, 9th.*

Milwaukee and Northern Railroad.

Under a change recently made, the officers and directors of the Milwaukee and Northern Railroad are as follows; President, Jesse Hoyt; Vice President, Angus Smith; General Manager, E. B. Greenleaf; Attorney and Counselor, O. H. Waldo; Secretary and Treasurer, Wm. Taintor; Chief Engineer, B. H. Edgerton. The Directors are: Jesse Hoyt, A. H. Barney, New York; Guido Pfister, Angus Smith, Jas. Ludington, O. H. Waldo, E. B. Greenleaf, David Ferguson, Milwaukee; H. H. Smith, Plymouth.

☞ At a meeting of the directors of the Knox and Lincoln Railroad, held in Rockland, Me., on the 15th inst., it was voted to extend the road to tide waters, and proposals will be advertised for without delay.

Virginia Valley Railroad.

The following sections of this road have been let to contract: No. 9, including North River bridge, to McCabe; Nos. 10 and 11, including second North River bridge, to Cavan; No. 21, including Middle River bridge, to Smith, and Nos. 25 and 26, near Staunton, to Kelly and O'Connor. Two corps of engineers are now being organized by the company's engineer, Major Richard Randolph, to commence the location of the road between Staunton and Buchanan, the first to commence the location at Buchanan, and the second to commence at Staunton. It is expected that this portion of the road will be put under contract as soon as possible after it is located.

☞ The following gentlemen have been elected directors of the Texas and Pacific (successor to the Texas Pacific) Railroad Company: Thomas A. Scott, H. G. Stebbins, Edwards Pierrepont, George W. Cass, W. T. Walters, H. B. Plant, J. Edgar Thomson, J. N. McCullough, W. C. Hite, H. D. Newcomb, E. W. Rice, Henry S. McComb, John W. Forney, John McManus, Wm. R. Travers, Wm. C. Hall, J. C. Harris and J. W. Throckmorton; President, Thomas A. Scott; Vice President, Henry G. Stebbins; Treasurer and Counsel, Edwards Pierrepont; Secretary, E. B. Hart. The office of the company is at 177 West St., Cor. of Warren, N. Y.

☞ The Baltimore *Sun*, of 17th inst., says that among the arrivals on the previous day, were the ship Confidence, from New York, Norwegian bark, Garibaldi, from Boston, British bark Dells, from New Haven, and British brig Sea Gull, from Boston, all in ballast, to load grain and produce for Europe. This is quite in contrast with the period in the past, when a vessel arriving there with cargo had to go elsewhere to find return freight.

☞ The Pennsylvania Railroad Company having obtained an injunction some time ago to prevent the New York and Long Branch Railroad Company bridging the Raritan Bay, applied to the Court of Chancery to make the injunction perpetual. Chancellor Zabriskie gave the decision. The injunction was refused. The Court holds that the right granted to railroad companies to use land under water gave them the right to build bridges without compensation to the State.

☞ The Charleston (S. C.) *Courier* says that the recent action of the Georgia Railroad Company in granting sufficient aid to complete the Port Royal Railroad has caused an advance in Savannah and Charleston Railroad shares from $5 (at which sales were made in April) to $25, with sales—now held at $27.

☞ The Conecticut River Railroad Company has voted to buy the Mount Tom and Easthampton branch, paying for it a sum not to exceed $120,000.

☞ The American Society of Civil Engineers, which numbers upwards of two hundred leading representatives of the profession in this country, is to hold its annual convention in Chicago June 5.

☞ The earnings of the Midland Railway of Canada for the first four months of 1872 were $55,929 43, against $37,642 23 in 1871, an increase of $18,287 20.

Railroads of Wisconsin.

AN ACT to authorize municipal corporations to aid in the construction of railroads.

The people of the state of Wisconsin, represented in Senate and Assembly, do enact as follows:

Section 1. Any county, town, incorporated city or incorporated village in this state, is hereby authorized and empowered in the manner herein provided, to aid in the construction of any railroad in this state to be constructed by any railroad company for public use by authority of any law of the state, in which company any such municipality shall become a stockholder, in the manner hereinafter provided, and which will promote the general prosperity and welfare of the tax-payers of such municipality; and the mutual agreement hereinafter referred to, when the same shall be arrived at, shall be conclusive evidence that such railroad will so promote the general prosperity and welfare of the tax-payers of such municipality. But no bonds shall be issued by any city, village or town under the provisions of this act, to an amount exceeding together with its then existing indebtedness, ten per centum upon the valuation of the taxable property therein, as the same shall appear upon the last previous assessment roll; by any county to an amount exceeding together with its then existing indebtedness, ten per centum upon the valuation of the property therein, as fixed by the last previous state board of equalization: *provided*, that no county shall issue bonds under the provisions of this act, in which any town, city or village shall have previously issued bonds in aid of railroads to an amount which shall cause the proportionate indebtedness of any such town, city or village on account of such county bonds, together with its own bonds outstanding, to exceed ten per centum on the valuation of the taxable property of such town, city or village, fixed as aforesaid, nor shall any town, city or village issue any bonds under the provisions of this act, so that the amount of such bonds, together with its proportion of indebtedness on account of the bonds, if any, previously issued by the county in aid of railroads shall exceed ten per centum upon the taxable property within such town, city or village, fixed as aforesaid: *and provided further*, that no city shall incur indebtedness or issue bonds under this act in excess of any limit of indebtedness provided for such city by any existing law.

Sec. 2. The aid to be contributed to the construction of any such railroad by any such county, town, city or village, shall be by the bonds of such municipality, to be issued to or for the use of such railroad company, in consideration of which such municipality shall receive from such railroad company such number of shares of its capital stock as will at the par value of such stock correspond with the principal sum of such bonds.

Sec. 3. No such bonds shall be issued to or for the use of any such railroad company, and no such stock shall be issued to any such municipality until a mutual agreement in relation thereto shall have been arrived at in the mode hereinafter specified; and when such mutual agreement shall have been arrived at (in either one of such modes,) the proper officers of such municipality shall be authorized and required to issue and deliver such bonds, in conformity with the mode so agreed upon; and the stock of such railroad company shall also be issued in conformity therewith.

Sec. 4. Whenever any such railroad company, specified in the first section of this act, shall desire aid in the construction of its railroad, from any county, town, city or village, specified in said first section, it shall make and deliver to the county clerk of such county, the town clerk or clerk of such incorporated city or village, as the case may be, a definite proposition in writing, signed by the president and secretary of said railroad company, and sealed with its seal, which proposition shall contain a statement of the amount of bonds desired, the time when payable, and whether payable before maturity, at the option of such municipality, the rate of interest which they shall bear, and such proposition shall contain a statement specifying when said bonds are to be delivered, with reference to the time of the entire or partial construction of said railroad, and may contain a statement that such bonds may be deposited in escrow prior to delivery to the railroad company; and such proposition shall also contain a statement that the said railroad company will, in consideration of said bonds, issue to the municipality from which it is to receive the same, such number of the shares of its capital stock as will at the par value of such stock correspond with the principal sum of such bonds; in case such bonds are proposed to be deposited in escrow, as aforesaid, the proposition shall also state that the certificates of the stock to be exchanged therefor shall be placed with the same depository, at the same time, and in that case the proposition shall set forth the full name and residence of the trustee or trustees, who shall be the custodians of the stock of said company and of the bonds of such city, village, town or county; the clerk with whom any such proposition shall be filed, shall immediately endorse thereon the date of its receipt by him, and transcribe the same into the record book of the county, town, city or village, as the case may be, of which he is such clerk.

Sec. 5. The mode of arriving at such mutual agreement as is hereinbefore specified, shall be as follows:

1st. Upon receiving such proposition, the county clerk of such county, the town clerk of such town, or the clerk of such incorporated city or village, as the case may be, shall immediately publish a notice of an election to be held by the legal voters of such county, town, incorporated city or village, at the usual place or places of holding elections therein, and at such time as such clerk may designate, not less than thirty nor more than sixty days from the date of such notices, which notice shall contain a substantial statement of the proposition made by said railroad company for the issue of the bonds of such municipality, and shall notify the legal voters thereof to deposit a ballot upon which shall be written or printed, "for the railroad proposition," or the words, "against the railroad proposition." and such notice shall be posted in three public places in each election precinct in the district in which aid is desired, at least twenty days before the day of such election, and shall also be published at least three times before such election, in one newspaper in each city, village or town, if any is published therein, and if the aid is asked of a county, in one newspaper in each village and city in such county in which a newspaper is published; and if there is no newspaper published in such city, village, town or county, then such notice shall be so published in a newspaper published at the nearest place thereto in which one is published.

2d. Such election shall be held and conducted in the same manner that general elections in such counties, towns, incorporated cities or villages are by law required to be held and conducted, and the votes cast at such election shall be counted, canvassed and returned in the same manner as the votes at such general election, and the canvassers shall make, certify, sign and deposit with the county clerk, town clerk or clerk of such incorporated city or village, as the case may be, a statement of the result of such election, and such certified statement shall be *prima facie* evidence of the number of votes cast for or against such proposition, and also of the fact that such election was regularly held and conducted according to law.

3d. If in any of said counties, towns, cities or villages, any election shall fail to be held on the day appointed therefor, or if the majority of votes cast at any such election shall be against the railroad proposition, such county clerk, town clerk or clerk of such city or village, shall at the written request of the president of such railroad company, at any time thereafter, call another election or elections in the manner provided in this act, upon the same or different proposition of such railroad company, and such other election or elections shall be conducted in like manner and upon like notice as is provided in this act for the first election: *provided*, that not more than two elections authorized by this act, shall be held in any one calendar year, in the same town, county, village or city.

4th. If a majority of the legal voters who shall vote upon the question, at any election to be held in any such county, town, city or village, in pursuance of the provisions of this act, shall, as indicated by the official returns of any such election, vote "for the railroad proposition," then such mutual agreement for the issue of bonds by such municipality, and of stock by such railroad company, as provided in this act, shall be deemed and considered to have been arrived at and perfected, and thereupon such bonds and stocks shall be issued and delivered by the proper officer, in conformity with the true intent and meaning of such proposition, and with the provisions of this act; *provided*, that if such bonds are to be issued by a county, there shall also have been a majority of votes cast in favor of the railroad proposition, at a majority of the election precincts within such county at such election.

Sec. 6. No bonds shall be delivered to the company under such proposition until the road, branch, or extension thereof, for the construction of which the aid has been granted, shall have been completed, ready for the passage of cars, continuously from one terminus through, or to the district granting the aid, or to the nearest point in its line to such district, or from such terminus to such point as such company in its proposition shall have proposed to construct said road, where the line of the road shall not lie through the district,

Sec. 7. The stock received by any such county, town, city or village, in pursuance of any such mutual agreement, shall be entitled to all and the same rights, benefits and privileges as the stock of the same class held by any other person or persons, and the municipality receiving any such stock shall, so long as it shall hold the same or any part thereof, be a part owner of such railroad and its franchises, and the proper authorities of the municipalties holding such stock shall appoint a person to vote thereon in behalf of such municipality, and such authorities may also sell and dispose of the said stock in such manner as shall to them seem best for the interest of such municipalties.

Sec. 8. Every county, town, city or village which shall issue any bonds in pursuance of the provisions of this act, shall be severally liable in law, faithfully, promptly and at maturity, to pay and discharge the principal and interest

upon every such bond issued by it, and the faith of every such county, town, city or village shall, by the issue of such bond or bonds, be and stand irrevocably pledged to the prompt discharge of every such liability, and every such county, town, city or village shall annually levy and collect a tax on all taxable property therein, as indicated by the assessment roll or rolls for the payment of all moneys to become due upon such bonds, whether for principal or interest, in addition to all other taxes, and the money so raised shall be kept as a separate fund, and strictly applied to that purpose; and it may, in the discretion of the proper authorities, raise a greater sum in any one year than is needed to pay what shall become due in that year, and apply the same to the purchase and discharge of such bonds at the lowest practicable rate or price.

Sec. 9. If any officer, upon whom any duty is imposed by this act, shall willfully fail, faithfully and promptly to discharge the same, as by this act required, he shall be liable to the party or parties aggrieved for all actual damages suffered by such party or parties by reason of such failure.

Sec. 10. For the purposes of this act, the term, "proper officers," shall be construed and held to intend and mean, in the case of a county, the chairman of the board of supervisors and the county clerk of such county; in the case of a town, the chairman of the town board and the town clerk; in the case of a city, the mayor or the officer performing the duties of mayor and the city clerk, and in the case of a village, the president and clerk of the village; and the term, "proper authorities," shall be construed and held to intend and mean, in the case of a county, the county board of supervisors; in the case of a town, the town board of supervisors; in the case of a city, the common council or other authorities possessing the usual powers of the common council of cities; and in the case of a village, the board of trustees or other local governmental board, by whatever name it may be called, which is vested with the power to levy taxes, and any and all bonds issued under this act, by any county, town, city or village, shall be officially signed by the proper officers thereof as aforesaid, and sealed with its corporate seal, if it have one, and in the case of a town, it shall be the duty of the county clerk of the county in which such town is situated, if requested to do so, to add to each of such bonds a certificate under the seal of the county, to the effect that the town officers subscribing the bonds are in fact such officers, and that he believes their signatures thereto to be genuine.

Sec. 11. If any county, town, city or village shall issue and deliver to any railroad company any bonds in pursuance of the provisions of this act, it shall not thereafter issue or deliver any bonds or incur any liability in aid of the construction of the railroad of such company by virtue of the authority of any other law of this state.

Section 12. It shall be lawful for any town, county, city or village which shall have voted aid to any railroad company, or which shall hereafter vote aid to any railroad company, without limiting the time when such aid shall be earned by the company, by the authorities thereof, to fix the time when such aid shall be earned; *provided*, that the time so fixed shall not be less than one year from the date of giving notice to such railroad company, of the fixing such limit, and if the aid shall not be earned in accordance with the conditions upon which it was voted, within the time so fixed by such authorities, then such aid shall be forfeited.

Section 13, Any county, town, city or village is hereby authorized, instead of issuing bonds in aid of railroads, as hereinbefore provided, by agreement to be arrived at as herein provided for the issuing of bonds, to subscribe to the capital stock of such company, the subscription to be paid in money in one or more instalments, at such times not exceeding three years from the time of entering into such contract as may be agreed upon, and after such parts of the work of constructing the railroad aided shall be done as shall be agreed upon, the last instalment not however to be paid until the railroad shall have been completed, ready for the passage of cars to the place to which it is agreed to be built, in consideration of the aid so granted. If such an agreement shall be arrived at in the manner herein provided, it shall be the duty of the proper officers of such county, town, city or village, from time to time, to levy and collect a tax in the same manner as general taxes are levied, of sufficient amount to pay the instalments as the same shall fall due, according to the terms of such agreement.

Section 14. This act shall take effect and be in force from and after its passage and publication.

Approved March 25, 1872.

☞ The Philadelphia *Ledger*, of 20th inst., reports the net anthracite coal tonnage for the week ending on the 11th inst., from all sources, at 396,295 tons, and for the year 5,779,699 tons, against 1,814,583 tons to the same date last year, being an increase in the tonnage of anthracite coal of 3,965,116 tons. The production of bituminous coal for the week was 59,910 tons, and for the year 745,365 tons, against 653,693 tons to the corresponding time last year—an increase of 91,672 tons. The total production of all kinds of coal for the week was 456,205 tons, and for the year 6,525,064 tons, against 2,468,276 tons to corresponding time last year, showing an increase of 4,056,788 tons.

☞ At a meeting of the stockholders of the New Orleans, Little Rock and St. Louis Railroad Company at Little Rock on the 10th inst., the following gentlemen were elected directors: Tom P. Dockery, David Snow, M. M. Duffie, Henry Page, James Lawson, J. F. Fagan, J. N. Smithee. At a subsequent meeting of the directors the following officers were elected: Tom P. Dockery, president; Gordon N. Peay, secretary; D. F. Shall, treasurer; R. C. Newton, attorney. At a meeting of the directors on the following day, Mr. Thomas Allen, of St. Louis was elected a director to fill a vacancy.

☞ At the recent meeting of the International Bridge Company at Buffalo, the following directors and officers were elected: C. J. Brydges, Esq., president; Hon. E. G. Spaulding, vice-president; Hon. A. Walsh, James Ferrier, E. C. Sprague, J. Bell, and R. P. Jarvis, directors; Joseph Hickson, Esq., secretary and treasurer. The contractor, Mr. C. S. Gzowski, stated that the International Bridge would be open for traffic by December 1 of this year.

☞ Lewis county, West Virginia, voted on the 6th instant in favor of a subscription of $150,000 to the Northern and Southern West Virginia Railroad. The majority was 91. The engineers are now surveying the route for this road between Clarksburg and Weston.

THE

CANADA SOUTHERN RAILWAY COMPANY

Are now offering through the undersigned the

REMAINING $5,000,000

OF THEIR

First Mortgage Sinking Fund

30 Years

7 PER CT. GOLD BONDS

AT

90 AND ACCRUED INTEREST.

THE ROAD runs from Buffalo to the Detroit River, connecting there with the Chicago and Canada Southern, now being built to Chicago, and will thereby form the

SHORTEST TRUNK LINE BETWEEN BUFFALO AND CHICAGO, or, in other words, will be the SHORTEST LINK IN THE GREAT LINE OF TRAFFIC BETWEEN THE EAST AND WEST, connecting the GREAT SYSTEM OF RAILWAYS which diverges from Buffalo, Toledo and Chicago.

A branch also runs from St. Thomas to St. Clair, where it forms connections with the various roads leading into the lumber and mineral regions of Michigan.

THE MAIN LINE from Buffalo to the Detroit River is 229 miles long, The branch from St. Thomas to St. Clair is 61 miles, and runs through the great Canada oil region.

OF THE entire line (290 miles) *Two hundred and twenty* miles are *graded, bridged, and ready for the superstructure.* The remaining 70 miles are under contract to be ready for the superstructure early in the Summer.

OF THE 800,000 ties required, 600,000 are on hand and the remainder are coming in daily.

SIX THOUSAND FIVE HUNDRED TONS of rails are delivered and paid for, and the balance contracted to be delivered early in the Summer, those for the main line being STEEL, all 60 lb. to the yard.

ALL the materials for the stations, and a part of the equipment are purchased.

TRACK LAYING will be begun as soon as the frost is out of the ground.

The entire line will be ready for business on or before Dec. 31, 1872.

THE ROAD is being built by the most experienced railroad men in the country, who are confident of a profitable business for it from the day of its opening.

THE ROAD will be

33 Miles Shorter than any other Road,

either BUILT or in contemplation between Buffalo and Chicago.

THE MAXIMUM GRADE on the entire line does not exceed FIFTEEN FEET to the mile—and Ninety six per cent. of the road IS STRAIGHT.

The Canada Southern (including its branch of 61 miles to St. Clair) and the Chicago and Canada Southern, with their light grades, direct alignment, being the shortest route between Buffalo and Chicago, will admit of the most speedy, economical, and safe transit attainable for both passengers and freight.

The road thus far has been built by cash subscriptions, and the proceeds of the bonds now offered will complete and fully equip it. The principal and interest of the bonds are payable either in New York, London, or Frankfort.

We have no hesitation in recommending the bonds AS A PERFECTLY SAFE as well as a PROFITABLE INVESTMENT.

LEONARD, SHELDON & FOSTER

No. 10 Wall-St.

Journal of Railroad Law.

RAILROAD COMPANIES—ACTION FOR DAMAGE FOR PERSONAL INJURIES—RULES OF EVIDENCE AS TO ADMISSION OF TESTIMONY.

The facts in the recent case of Reed *vs.* The New York Central Railroad Company (45 N. Y., 574,) are fully and clearly stated in the following opinion by

ALLEN, J.—The plaintiff received the injury complained of in June, 1865. The claim was that the spinal column was effected, and that the plaintiff was disabled in a great degree from labor or bodily exercise. As a witness, he testified that he had not, at the time of the trial, September, 1866, recovered from the effect of the injuries; that he had not been able to labor except for a short, time, or to do any effective labor; that riding in the cars affected him, causing pain in the back, as also did sitting in a chair at the trial; that mental labor produced similar effects, and that labor for a short time exhausted him and caused severe pain. The defendant proved by other witnesses that in the fall and winter after the injury the plaintiff did perform certain labor requiring health and strength of body, such as able-bodied men usually perform, and the evidence tended to prove that at the time referred to, he was in perfect health, and that his strength was unimpaired. Under objection and exception by the defendant, the plaintiff was allowed to prove that, at the same time, he complained to a person whom he casually met, or who was casually present, of not feeling well. The physical condition of the plaintiff up to the time of the trial was a material injury as it bore directly upon the question of damages and the amount of the recovery, and whether in the fall and winter following the injury the plaintiff was in the enjoyment of full health and strength of body, was a material fact in issue. The plaintiff was permitted to prove his own declaration to the fact that at that time his health and strength were impaired. The evidence was permitted to go to the jury as competent evidence, and we cannot say that it did not influence the result. It could be influential in one of two ways; either as proving or tending to prove, the fact as alleged, or as corroborating the testimony of the plaintiff, by showing that his declarations out of court were consistent with his statements on the witnessess' stand, and it may have had its effect with the jury in both ways. It is not competent in corroboration of a witness or confirmation of his evidence, to prove that on other occasions he has made statements consistent with his testimony (Robb *vs.* Hackley 23 W. R. 50). If there are exceptions to the rule, they are very limited in number in their special character, and this case does not fall within them. They are referred to by Bronson, J. in the case cited. It is suggested that as a part of the *res gestae*, the declarations were admirable for what they were worth. They were nearly and possibly quite simultaneous with the acts proved by the defendant, but they were not made in reference to these acts, or in explanation of them, and did not tend to qualify them or detract from their force as evidence. They were made to a person casually present or meeting the plaintiff. The party to whom the declarations were made had no business relation with the plaintiff connected with the acts proved on coincidence in point of time is the only connection between the declarations and those acts. They were in no sense a part of the *res gestae*.

Declarations are sometimes admissible in evidence as part of the transaction, when they qualify or give character to it. These declarations did neither. The fact of ill health and impaired bodily strength was the material fact and that could not be proved by the unsworn statement of the plaintiff. Hearsay evidence, as a rule, is excluded, and the declarations and statements of the parties, or of third persons, are not received except under peculiar circumstances and as a necessity. Statements made out of court, and without the sanction of an oath are dangerous as evidence, and the rights of suitors ought not to be put in peril by them. The instances are few in which declarations and unsworn statements made out of court have been permitted to be given in evidence as proof of the facts sought to be established. Statements and representations of a sick person, of the nature, symtoms and effects of his malady, have been received as original evidence, and especially when made to a medical attendant, to enable him to minister to the patient, they have been regarded as competent evidence, and entitled to weight. (1 Greenl. Ev. § 102.) There is good reason for their admission when made to the attending physician or surgeon, as upon them, in connection with the manifestations and symptoms of injury or disease the opinion of the expert is based and the treatment governed. But in every other case the admission of testimony so exceptional, as a departure from the established rules of evidence must be referred to the necessities of the case, and the inability of the party to give evidence of a higher and more satisfactory nature. The general rule is that the best evidence of which the fact is susceptible must be adduced, and secondary or inferior evidence will not be received, so long as the higher and better evidence can be had. The plaintiff was a competent witness to prove the state of his health at the time he handled the bags of clover seed and performed the other labor mentioned, and it was not necessary to resort to other and inferior evidence; and so long as his sworn statements were admissible, his unsworn declarations should not have been received. Averon *vs.* Lord Kininard (6 East. 188) was an action upon a policy of insurance upon the life of the plaintiff's wife, and the declaration of the wife made soon after the making of the policy, when lying in bed apparently ill, stating the condition of her health at the period of her going to Manchester for examination by a surgeon, preparatory to the insurance, was held admissible because the fact was material, and that was "the best evidence which the nature of the case afforded," and in addition to this, the plaintiff having proved the declarations of the wife to the examining surgeon, the subsequent statements made by her were regarded as in the nature of a cross-examination by the plaintiff's own witness, within the principle of Wright *vs.* Littler (3 Burr. 1255) where the statements of a deceased subscribing witness to a bond were allowed to be given in evidence to impeach the bond. From the necessity of the case, the statements of parties who could not be examined as witnesses in their own behalf as to bodily suffering and pain and personal injuries, when made soon after an alleged injury, or made while apparently ill to a physician or nurse, or other person, have been received in evidence and permitted to go to the jury for what they were worth. Goodwin *vs.* Harrison (1 Root. 80,) is an early case, and there in an action by a young lady for a bodily injury, she was allowed to prove the complaints made to her mother the morning after the injury. The court placed the admission upon the ground of necessity, there being no other method of proving the facts. The same rule of evidence was approved, and for the same reason, in Caldwell *vs.* Murphy (1 Ker. 416). But by the amendment of the Code in 1869 (§ 398) there is no longer a necessity for giving in evidence the declarations of a party if he is living and able to be sworn and examined as a witness, and the reason of the rule ceasing, the rule itself, adopted with reluctance and followed doubtingly and cautiously, should cease The admission of this evidence was erroneous, and entitles the defendant to a new trial. There was other evidence admitted that should have been excluded, if it were covered by the objection of the defendant. The fact that new ties were put upon the road after the accident, and especially the next summer, in the vicinity, did not tend to prove that the road was out of repair and dangerous at the time of the injury to the plaintiff. If the evidence tended, legitimately to prove the imperfect and dangerous condition of the defendants' road, and was competent, the defendants should have been permitted to explain the act by their superintendent, and show that it did not necessarily prove, or tend to prove that the road was in an unsafe condition, and that the taking out of old ties and substituting new, was a continual process for the preservation and keeping up the road, and prevent its becoming imperfect and out of repair, a preventive and precautionary rather than a restorative measure.

The judgment must be reversed and a new trial granted. Costs to abide the event.

☞ The Marlboro' (Md.) *Prince Georgian* reports that grading has commenced on the lower end of the Washington City and Point Lookout (Md.) railroad. Mr. Tippett, of St. Mary's, who made the survey for the Southern Maryland Company, is completing the location of the route. Hall & Shea, of Prince George's county, have also taken a contract on the Washington and Point Lookout line.

☞ The manufacturers of railway supplies in Boston will raise $12,000 to entertain properly the members of the American Railway Master Mechanics' Association, which will hold its annual meeting at Horticultural Hall on the 11th of June. The programme will include a steamboat trip down the harbor, the expenses of which will be borne by the Bay State Iron Company.

☞ The Texas Pacific Railroad Company have confirmed the purchase of the Southern Transcontinental Railroad, and elected General G. M. Dodge, formerly engineer of the Union Pacific, engineer in chief. The road is expected to be completed to Fort Worth, Kansas, by the first of January.

☞ A survey for a railroad from Claremont, N. H., to White River Junction, via Cornish Flat and Meriden, has been completed, and a feasible route of easy grade has been found.

Riviere du Loup Railway.

We have always regarded the Riviere du Loup Railway enterprise in itself considered with great favor. Its early achievement has seemed to us on many grounds exceedingly desirable. As tending to open up to settlement a section of the Province possessed of much excellent land, it appeared to merit public support. As being necessary to the proper development of the resources of a valuable region, it seemed to deserve general approval. And as offering the shortest practicable line of railway communication over Dominion territory between the waters of the chief Harbor of the Bay of Fundy and those of the St. Lawrence, it seemed entitled to a high degree of regard on broad patri otic grounds.

This important and necessary public work is now fairly under way. It has been commenced at the right spot, on the eastern side of the River St. John, opposite Fredericton. There is no longer just reason to fear that the route along which the road is to be built is one chosen regardless of the interests of this city.

We trust the Company having charge of this enterprise will find itself in a position to push on with it most vigorously and successfully. We regret that the company has not seen its way clear to adopt the medium gauge for the road. This gauge is almost sure to be the one which will generally prevail on all the chief lines with which by-and-bye our lines will intersect. It will be found most economical, however, to make the Riviere du Loup Railroad bed sufficiently wide at first to admit of the use thereon of the medium gauge ultimately, even if experience proves that for many years the narrow gauge will do.—*St. John News.*

Port Royal Railroad.

The following is the present organization of this company: President, James Appleton; Superintendent, S. G. Millett; Chief Engineer, George Gagie. The directors are: James Appleton, R. E. Robbins, D. T. Appleton, H. A. Robbins, L. Marx, H. H. Thayer, Josiah Sibley, J. B. Campbell, S. G. Millett, B. W. Lawton, H. H. Cooke, H. W. Willingham.

☞ The books of subscription to the capital stock of the Union Bridge Company were opened at Clinton, Iowa, on the 2nd inst., and the entire capital of $1,200,000 was taken. Plans and specifications are in course of preparation, and the bridge is to be built at once. It will be constructed of iron, and similar to the bridges at Quincy and Dubuque.

☞ The grading on the Shepaug Valley extension to Danbury is nearly completed, and the track is being put down, and the road-bed from Litchfield to Hawleyville is now in good condition for regular trains, and it is expected that through trains from Litchfield to Norwalk will run about the first of June.

☞ Bourbon County, Ky., has voted the subscription of $400,000 to the Frankfort, Paris and Big Sandy railroad, by about 1,200 majority. The vote in Paris stood 1,103 for and 303 against the subscription. The majority in the county was about 450.

☞ The estimated earnings of the Kansas Pacific Railway from May 1st to May 8th, inclusive, were $83,227 12, viz: from passengers, $38,-230 40; from freight, $44,996 72.

☞ The Chicago, Dubuque and Minnesota Railroad has been completed to Lansing, Iowa.

Railroads and Canals Revolutionized.

While narrow-gauge railroads are being projected in all directions, a Mr. Burrus, of Wisconsin, comes before the public with a scheme for a railroad from the Atlantic to the West, to be built with a gauge of thirty feet. The road is to run from the East by the most direct line to Lake Erie. When it reaches the lake the road is to be built out into the water about twenty-five feet below the surface for some distance, and there end. It is to be operated with a machine which is even more wonderful than the road, and which will navigate the water as well as traverse the land. When this amphibious locomotive arrives at the jumping off place at Lake Erie it is to glide gracefully into the water, and by a slight transposition of its machinery become a steamboat. When it has arrived at Monroe it resumes its character of locomotive, and rolls off on another broad-gauge road to Lake Michigan, whence it is to take water for Chicago. The machine is to be sufficiently large to carry a vessel of five hundred tons, so that all necessity for ship canals will be done away with. The inventor expects to attain a speed of one hundred and twenty-five miles per hour on land and twenty-five miles in water. Probably no one will doubt that a great reduction in the price of freights may be expected when Mr. Burrus gets his broad-gauge road and amphibious locomotive in successful operation.—*Baltimore American.*

☞ A large number of men are now engaged in grading the road-bed for the Milwaukee and Northern Railway between Plymouth and Chilton.

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PATERSON, NEW JERSEY.

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OF IRON, WOOD, OR WOOD AND IRON COMBINED, FOR

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Address or call as above.

RAILROAD IRON.

THE UNDERSIGNED HAVE FOR SALE 1,060 tons 30-pound fish pattern rails, now on the way to New Orleans.

PERKINS, LIVINGSTON & POST,
No. 31 New-St., New York.

Office of the Illinois Central Railroad Co.
New York, May 2, 1872.

THE ANNUAL MEETING OF THE SHAREholders of the Illinois Central Railroad Company for the election of directors and the transaction of other business will be held at the office of the Company, in the city of Chicago, on Wednesday, the 29th day of May instant, at 11 o'clock A. M.

The transfer books of the Company will be closed after the fourteenth instant until the first day of June next.

L. A. CATLIN, Secretary.

TRAUTWINE'S

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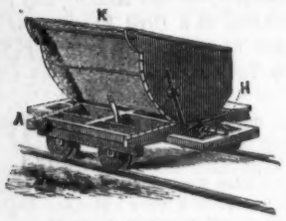

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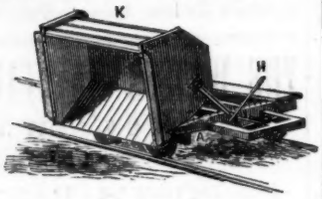

Fig. No. 1, Car Loaded. **TO DUMP THE CAR.** Fig. No. 2, Car Dumped.

The Brakeman seizes the lever H, and raises it, thus removing the step from under the box-support A, when the weight of the load causes the box to roll over to the position shown in Fig. 2.

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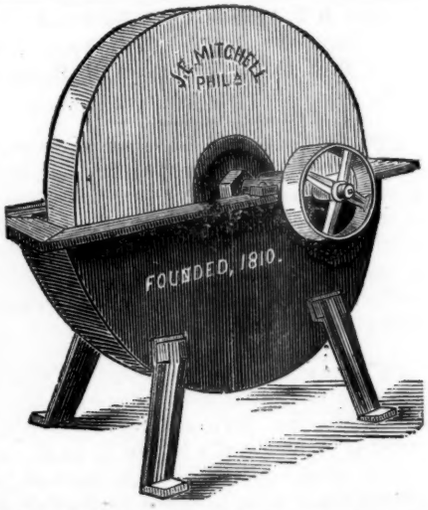

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